

Leatherneck

OCT. 1959

MAGAZINE OF THE MARINES

30c

EMBASSY
MARINES

Tokyo



Post of the Corps
YOKOSUKA



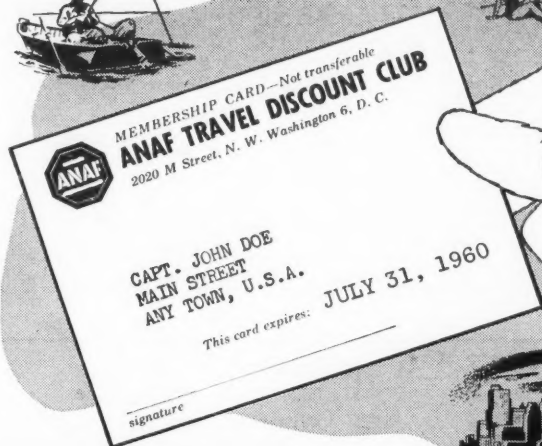
THE ARMY LIBRARY
ROOM 1-A-522, PENTAGON
WASHINGTON 25, D.C.
PR - HJH&RWA - 653

CIRCULATION COPY

"Actually, Richard, we wouldn't have this trouble with morning inspections if the CO would get a copy of the Guidebook for Marines!"



THE latest revised edition of the Guidebook for Marines may not get Richard out of this foul-up, but it will answer many other questions for you, including the new enlisted rank structure and the 8-man squad drill.



THIS CARD CAN SAVE YOU 10% OF YOUR TRAVEL AND SHOPPING EXPENSES!

Pictured above is the ANAF Discount Card, which entitles the bearer to a 10% cash discount at over 4,000 hotels, motels, restaurants,* gasoline stations, amusement centers, shops and stores in the U. S. and overseas!

Originally started as a service to active, reserve and retired members of the Armed Forces, ANAF is now open to federal, state, county and city government employees.

The \$3 annual membership fee entitles you to:

1. The ANAF Travel Discount Directory, containing more than 4,000 listings of business establishments offering discounts to Club members.
2. The ANAF Membership Card, identifying you as a Club member.
3. 12 Issues of the Club's monthly publication, to keep you posted on Club activities, new

establishments cooperating with the Club, and the like.

4. An attractive ANAF decal for your car window.

You can actually get back the cost of your Club membership the first time you use your card!

Start now to save 10% on many of your recurring expenses. Join the ANAF Travel Discount Club today. Simply fill in and return the coupon below. That's all you need do. You don't even have to send the \$3 membership fee now. We can bill you later. As soon as we hear from you we'll send your card and Discount Directory, so you can begin using them at once.

Your membership is good for an entire year, and if you don't find that it's worth many times the modest \$3 fee, return the card and Directory within 90 days, and you'll receive a full refund.

You've got nothing to lose, and your ANAF Discount Card could be a real blessing to your budget! So fill in and return the coupon right now!

ANAF TRAVEL DISCOUNT CLUB—2020 M STREET N.W.—WASHINGTON 6, D.C.

Please enroll me as a member of your Club, and send me my ANAF Discount Card and Directory.

☐ I enclose \$3

☐ Send bill

NAME _____ LNK

ADDRESS _____

CITY _____ ZONE _____ STATE _____

I am (please check one)

☐ Military: Rank _____ Branch of Service _____

☐ Government: Agency _____

*Most restaurants offer 5% discount.

IN THIS *Leatherneck*

VOLUME XLII. NUMBER 10

OCTOBER, 1959

ARTICLES

MarCads	16
Embassy Duty—Tokyo	24
Her Majesty's Marines	30
Nailivic	44
Trained To Attack	52
Pirogue Patrol	56
Far East Network	60
The Short Sleeved Shirt	69

POST OF THE CORPS

Yokosuka	36
----------------	----

FICTION

Blackie Was A Bird Dog	48
------------------------------	----

FEATURES

Sound Off	3
Corps Quiz	4
The Old Gunny Says	5
Mail Call	10
Behind The Lines	12
Corps Album	28
Leatherneck Laffs	42
Citations	64
From Our Readers	66
If I Were Commandant	70
We—The Marines	72
Crazy Captions	75
Transfers	76
Records Reviewed And Previewed	81
In Reserve	82
The Attic	84
Once A Marine	86
Sport Shorts	88
Bulletin Board	91
Gyrene Gyngles	95
Books Reviewed	96

Donald L. Dickson

Editor and Publisher

Walter W. Barr

General Manager

Karl A. Schuon

Managing Editor

Robert N. Davis

Production Editor

Louis R. Lowery

Photographic Director

Ronald D. Lyons

Assistant Managing Editor

A. P. Perucci

Assistant Production Editor

Delroy W. Kiser Sr.

Art Director

WEST COAST BUREAU

Robert E. Johnson

Joseph J. Mulvihill

Circulation Manager

A. M. Koon

Advertising Representative

Mrs. Joy L. Fisher

Leatherneck Magazine, published monthly and copyright, 1959 by the *Leatherneck Association, Inc.*, Headquarters Marine Corps, P.O. Box 1918, Washington 13, D. C. All rights reserved. Stories, features, pictures and other material from *Leatherneck* may be reproduced if they are not restricted by law or military regulations, provided proper credit is given and specific prior permission has been granted for each item to be reproduced.

Second class postage at Washington, D. C., and additional points. Subscription Prices: 1 Yr., \$3; 2 Yrs., \$5.50; 3 Yrs., \$7.50; 4 Yrs., \$9.00.

Opinions of Authors whose articles appear in *Leatherneck* do not necessarily express the attitude of the Navy Department or of Marine Corps Headquarters.

Manuscripts, art or photographs should be accompanied by addressed envelopes and return postage.

The Publisher assumes no responsibility for return of unsolicited manuscripts, drawings or photographs.

Advertising Rates upon application to Advertising Department, *Leatherneck Magazine*, P.O. Box 1918, Washington 13, D. C.



THIS MONTH'S COVER

History and tradition, mingled with a bit of modern architecture, dress up the photo for this month's cover by AGySgt Joseph J. Mulvihill, *Leatherneck* staff photographer. Showing two Embassy guards in traditional Japanese attire standing in front of a modern Perry-Harris government apartment building in the background, are two kimono-clad (traditional dress) Embassy secretaries.

CHANGE OF ADDRESS: Send your new address at least FIVE WEEKS before the date of the issue with which it is to take effect. Address LEATHERNECK Magazine, P.O. Box 1918, Washington 13, D. C. Send OLD address with new, enclosing if possible your address label. The Post Office will not forward copies unless you forward extra postage. Duplicate copies cannot be sent.

POSTMASTER: If this magazine is addressed to a member of the United States military service, whose address has been changed by official orders, it may be forwarded except to overseas FPO's without additional postage. See section 157.4 Postal Manual. Send form 3579 to *Leatherneck*, P.O. Box 1918, Washington 13, D. C.



Edited by AMSgt Francis J. Kulluson

"J" COMPANY

Dear Sir:

A question has been making the rounds of this post, bringing forth a multitude of wild and inaccurate answers. For verification of this I am writing to you for one, correct answer:

Why is there no "J" company in the Marine Corps?

LCpl John Murphy
Marine Barracks
Lake Mead Base

Las Vegas, Nev.

● Head, Historical Branch, G-3 Division, HQMC, told us:

"The Marine Corps has followed the Army custom in having no "J" Company in its organization. Letter designations for companies were adopted by the Army in 1816. The letter "J" was not used because of the possibility of confusing it with the letter "I" in handwriting orders and correspondence."—Ed.

UNIT ROTATION OVERSEAS

Dear Sir:

I have two questions that I would like clarification on if possible.

First, in connection with unit rotation, I understand the battalions of the First and Third Divisions that come under this plan will be rotated upon completion of 13 months overseas.

I have been told that our squadron, which is on unit rotation also, will be required to complete a 15-month tour. Why the difference in the length of tours?

Also, under the new program that gives Marines two overseas control dates, can a person presently serving in the Far East assume that his next tour overseas will be with his dependents?

AGySgt K. J. Brink
HMR(L)-362, MAG-16
1st MAW, FMF

c/o FPO, San Francisco, Calif.

● Assistant Chief of Staff, G-1, HQMC,

gave us this information:

"Marine Corps Order 1300.8B states in part that tours of duty in the Far East shall be 15 months in length for all personnel serving with the Fleet Marine Force. No distinction is made between air and ground personnel.

"The Transplacement system for the rotation of infantry battalions began in March, 1959. Two units have sailed to the Far East and two have returned to

date. Rotation of these units is a tactical unit replacement, not an individual replacement system. These units serve about 14 months, including transit time. Aviation squadrons in the Unit Rotation system are now in a 15-month cycle, including transit time. The rotation periods are based on the organizational and operational requirements for air and ground units. Individual replacements will continue to serve 15-month tours overseas.

"An individual presently serving in the Far East without dependents may not assume that his next tour overseas will be to a billet in an area where dependents are authorized. The number of overseas billets where dependents are authorized is so much smaller than the number of billets required to be filled where dependents are prohibited that no alternating of assignment is possible. However, every effort is being made to assign overseas billets where dependents are authorized to those who have not previously had such an assignment.

"The control date for return to an unaccompanied overseas billet is based on the date an individual last returned from such a tour. Return from accom-

(CONTINUED ON PAGE 6)



"Well, What are we commemorating today?"

Leatherneck Magazine

corps quiz

1. When reporting on board a United States naval vessel, two salutes are rendered in the following order:

- (a) The National Ensign and OOD
- (b) The OOD and National Ensign
- (c) The National Ensign twice

2. When an enlisted man leaves the ship to go on liberty he first salutes the Officer of the Deck and says_____.

- (a) "I have permission to leave the ship, sir."
- (b) "Leaving the ship, sir."
- (c) "I request permission to leave the ship, sir."

3. The left side of the ship is referred to as_____.

- (a) starboard
- (b) port
- (c) aft

4. The starboard side of the ship has a_____running light.

- (a) white
- (b) red
- (c) green

5. Officers enter boats in the following order:

- (a) seniors first
- (b) juniors first
- (c) first come, first served

6. Officers leave boats in the following order:

- (a) seniors first
- (b) juniors first
- (c) whoever is nearest

the dock or gangway

7. A vice admiral or lieutenant general receives the following honors:

- (a) 15-gun salute, 3 Ruffles and Flourishes and 8 side boys
- (b) 17-gun salute, 4 Ruffles and Flourishes and 10 side boys
- (c) 13-gun salute, 2 Ruffles and Flourishes and 6 side boys

8. The dog watch (two-hour watches) occurs during the hours of_____.

- (a) 0001 to 0400
- (b) 1200 to 1600
- (c) 1600 to 2000

9. A fathom is a unit of measure used at sea. It is_____ in length.

- (a) 3 feet
- (b) 8 feet
- (c) 6 feet

10. Marines often travel aboard APAs and AKAs. The letters stand for:

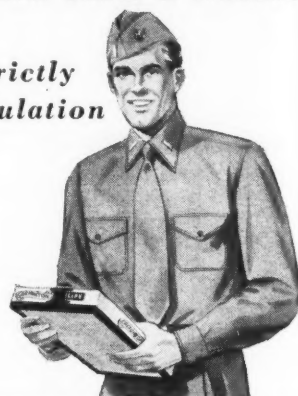
- (a) Attack Transport; Cargo Ship
- (b) Transport, Attack; Cargo Ship, Attack
- (c) High Speed, Transport; Cargo ship, High speed.

See answers on page 11. Score 10 points for each correct answer 10 to 30 Fair; 40 to 60 Good; 70 to 80 Excellent; 90 to 100 Outstanding.

CREIGHTON

Uniform Shirts & Trousers

Strictly
Regulation



CREIGHTON . . . the standard recognized by Marines around the world for finest quality Regulation Uniform Shirts and Trousers.



Available through your Post Exchange and Uniform Dealers.

CREIGHTON SHIRT CO., INC.
New Haven, Conn.
Manufacturers Since 1920

Don Juan Contour

Resilient Surgical Stainless Steel
CLASP-ON WATCH BAND FOR MEN



No. 4A Resilient stainless steel band, smartly tailored design 1/20 12 Kt. gold filled adjustable clips Tax Incl. **\$1050**

No. 4 All 10 Kt. Tempered solid yellow gold with adjustable clips Tax Incl. **\$9500**

No. 1 "Service Model" Resilient Surgical Stainless steel with adjustable plain clips Tax Incl. **\$450**

Order now. Small—Medium—Large 5/8" and 11/16" lug widths

The ORIGINAL DON JUAN wrist band is a revolutionary patented development in a clasp-on type watch band. No other band like it.

- Shaped to fit the contour of the wrist
- Comfortable in all climates.

AT YOUR JEWELER OR WRITE DIRECT
Send for **FREE** descriptive brochure

Don Juan WATCH BANDS
29 E. MADISON ST. CHICAGO 2, ILL.

the old gunny says...



"MUCH of the talk that we hear about warfare of the future says speed, dispersion and battlefield mobility are the important aspects of new tactics and doctrine. Movement in the landing operation and in maneuvers on the battlefield is the big thing. That's why the Marine Corps and Army are so interested in vehicles such as helicopters, personnel carriers and new-type trucks. But, we all must remember that mobility is only one aspect of total combat power. In order to prepare to do our ground combat job we have to consider all of the elements that make up combat power. Firepower, mobility, communications, battlefield stamina, leadership and morale are all equally important ingredients of a unit's combat power.

"In recent years we have all been interested in new developments and new equipment which give us greater mobility or firepower and we tend to forget that the human characteristics of fighting men change very little—in spite of technological advances. So we must continue to remember the capabilities and requirements of the fighting men who have to make the new tactics, weapons and techniques work. We can't neglect their physical welfare, leadership and morale.

"I'm going to talk about the important element of combat morale, for it's the development of morale that makes good Marine fighting units.

"Morale is essentially the mental and emotional state of the individual Marine. It is influenced by many factors. Combat morale is complex and intangible—but it is usually based upon confidence, a feeling of well-being and accomplishment.

"High morale is made up of many contributing aspects—such as keeping the men well informed. Men like to know ahead of time about the things that affect them or might affect them. Unless they get the 'word,' they will seek information in rumors and scuttlebutt. Most Marines will support train-

ing activities or combat tasks with vigor and enthusiasm if they know the purpose and reason.

"Another factor in morale is training. If a unit is not well trained its men know it. This fact, then, adversely affects their confidence, especially if they anticipate a possibility of testing their training in combat. Every Marine wants to believe that he is on a winning team. He knows that his success depends upon being well trained.

"Also, good physical condition goes hand-in-hand with morale and good mental condition. There is no substitute for good health and strength under the stress of combat. This is basic to good morale.

"The men must be confident in their equipment and arms. In spite of some talk about our 'old' weapons—the fact

remains that U.S. combat forces have generally the finest equipment in the world. We have new and better equipment and weapons being developed. But remember, it takes time and money. It does no good to complain about the weapons now in the hands of the troops. Remember, a good man with an old rifle is better than a poor shot with a new weapon. Don't talk down our equipment. It's good.

"Men expect their leaders to know their jobs, to share the hardships with them and take a personal interest in their problems. Men always like to see their leaders where things are going on—the zone of the main attack—or where the battle is being decided. They expect to see them up forward—not sitting in the rear. They like to see their leaders out and about in all weather—day and night. They want to feel the presence of their leaders when the going gets rough.

"Marines like to be in what they consider a 'sharp' unit. A unit that has high standards of discipline, dress, housekeeping, police, maintenance, training, athletics and conduct. They profit from smart military drill and ceremonies.

"Well, these are just some of the factors that contribute to high morale. Just remember that combat power and ability to do the job depend upon more than new helicopters, weapons, equipment or tactics. It also consists of men and their morale. As some famous general once said, 'Morale is to the material as three is to one'."

END



AMERICA'S FINEST OFFICERS' EQUIPMENT

SERVING SINCE 1940

DEALER—MANUFACTURER—
IMPORTER—FINEST QUALITY

Badges—Belts—Caps—Gloves
—Insignia—Shirts—Chevrons
—Swords—Swagger Sticks and
other items necessary to the
serviceman.

America's finest and most complete line of uniform accessories. U.S. Distributor and Representative for Japanese Swords and Swagger Sticks.



SOUND OFF

[continued from page 3]

panied tours overseas has no effect on eligibility for assignment to an unaccompanied tour."—Ed.

LEFT HAND SALUTE

Dear Sir:

I have a question regarding the rendering of the hand salute with the left hand.

I have often heard that it is permissible when the "right hand is impaired," or in cases "which might cause embarrassment," etc., but I have been unable to find any basis for these statements in military references.

I would appreciate not only the correct information on this matter but the military reference from which it comes.

Out of most classes which attend the school where I instruct there comes this question. To this date I have been unable to supply an answer which is correct.

ASSgt James C. Green
Hq. Co., H&S Bn.

1st Marine Division, FMF
Camp Pendleton, Calif.

● Training Section, G-3, HQMC, gave us this answer:

"Paragraph 2110.2 of U. S. Navy Regulations states, 'The salute by persons in the naval service shall be rendered and returned with the right hand, when practicable; except that with arms in hand, the salute appropriate thereto shall be rendered or returned.' In cases where the right hand is injured or missing, it is only natural that the hand salute should be rendered with the left hand. Attention is invited to the fact that the rifle salute is rendered with the left hand while at the position of Right Shoulder Arms and Order Arms."—Ed.

MARKING FITNESS REPORTS

Dear Sir:

Would you please clarify for me the proper way to complete a "Not Observed" Fitness Report?

Paragraph 3018.5c PRAM states that in completing a not observed Fitness Report, fill out items (1) through (5) and (6) if appropriate; Section B, items (11) and (12); Sections D & E.

Paragraph 3018.6c PRAM states that when completing a Fitness Report an entry must be made in each item. If an item is not applicable, enter "None," "Not Applicable," or an "X" for "Not

LEATHERNECK BOOKSHOP ANNOUNCES "THE UNITED STATES MARINES"

A Pictorial History by
LYNN MONTROSS

An American saga from the birth of our country to the present era of the hydrogen bomb, this is the story of men and women who have worn the uniform of the United States Marines, proudly and with valor. Here are names no American can forget:

OKINAWA ● SAIPAN ● BELLEAU WOOD ● CHAPULTEPEC
VERA CRUZ ● IWO JIMA ● GUADALCANAL ● NICARAGUA
KOREA . . . Text drawings, photographs and paintings trace the growth of the Marine Corps from the rough-and-ready band of early days to a modern fighting force.

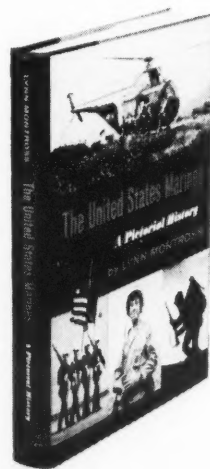
LYNN MONTROSS, ex-newspaperman and writer, is the official historian of the Marine Corps. He is the author of many short stories and twelve books.

"This is the story of a Corps which, in our country's service, has always scorned ease and instead sought danger. It is the story of brave men from all walks of life, who have not asked what they could get out of our Nation but instead what they could give to it."

Senator PAUL H. DOUGLAS

434 Illustrations—Take advantage of our Bookshop discount and send your check or money order for \$9.00 to:

LEATHERNECK BOOKSHOP, P. O. BOX 1918, Washington 13, D. C.



Observed," as appropriate.

My question is, are Xs placed in blocks which do not apply, or are they left blank?

ASSgt Richard G. Taylor
HqCo, 2d Bn., 2d ITR, MCB
Camp Pendleton, Calif.

● **Enlistment Fitness Report Unit, Assignment and Classification Branch, Personnel Department, HQMC, said:**

"Paragraph 3018.5c PRAM reads in part as follows: 'for "not observed" periods, Section A, Items 1 through 5 and Item 6 if appropriate, Section B, Items 11 and 12 and Section E will be completed and in Section D the reporting senior will indicate that the report is for a "not observed" period'. Accordingly, Paragraph 3018.6c may be disregarded in preparation of fitness reports for "not observed" periods. Therefore, all items not mentioned in paragraph 3018.5c will be left blank when preparing a "not observed" report.'—Ed.

AGE QUESTION CLARIFIED

Dear Sir:

In regard to your letter from A/1c Gabriel Feindt about senior service in the July issue of *Leatherneck*, I'm

afraid that I'll have to agree with him and disagree with you.

You say that the Navy was established October 13, 1775, and the Marines on November 10, 1775. According to the book I have in front of me now . . . the Marine Corps dates back to 1740. These first Marines were called Colonial Marines. However, the Continental Marines were founded November 10, 1775. This is considered our date of birth.

I would like to quote from (Marine Corps History & Organization) (MCS-1-14 NAVMC-7651, 1958) published by Marine Corps Educational Center, Quantico, Va.:

"It was not until November 28, 1775, 18 days later that the Congress authorized a Navy. Hence the Marine Corps has the distinction of being the senior service within the Naval Establishment. In recognition of this seniority, Art. 1308, U. S. Navy Regulations, provides that when serving ashore in a mixed detachment composed of Seamen and Marines, the Marines will be placed on the right of the formation; in the position of seniority."

ASgt Robert E. Redlinger
H&HS-3, MWHG, 3d MAW
El Toro (Santa Ana) Calif.

● We reprint this reply from the Historical Branch, G-3 HQMC, concerning this question which is often asked.

They state:

"The position taken by this office with regard to the date of origin of the Navy is historically correct. It is presumed that the date 28 November, 1775, referred to in MCS Manual 1-14E as the date of the establishment of the Continental Navy is based upon one or both of two significant events of that day: (1) the issuance of the first commission in the naval service which, in-

TURN PAGE

MY WIFE'S FLORIDA IDEA PAID OFF!



Am I glad my wife is the curious type! When she heard about Cape Coral, Florida she sent for the facts. I read them too. We soon discovered why so many people are thrilled about this Florida paradise—as

a place for future residence, for job and business opportunities, for care-free retirement, or for sound investment.

We decided to go ahead with a Cape Coral waterfront homeseite. And it paid off fast! Within a few months after we made our down payment the value of our land almost DOUBLED! But we're not going to sell. We're looking forward to enjoying the best years of our lives at Cape Coral.

This experience is not unusual. Send for the amazing Cape Coral Story and you'll SEE FOR YOURSELF! Everything for a bright new future and happy living is yours at this "waterfront wonderland" — including delightful climate the year 'round. The important thing is to get the facts. Act now!



MAIL FREE COUPON NOW!

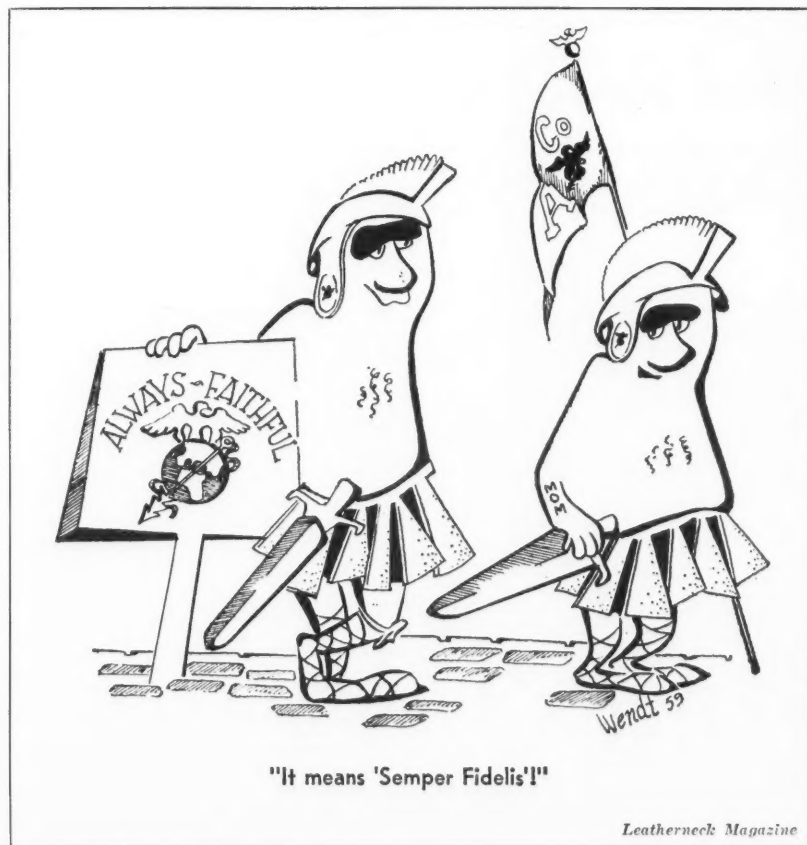
LEATHERNECK MAGAZINE
P.O. BOX 1918
WASHINGTON 13, D.C.

Please rush my FREE copy of "The Cape Coral Story" in full color.

Name.....

Address.....

City..... State.....



"It means 'Semper Fidelis'!"

Leatherneck Magazine

From the **TRIUMPH**
world record
line!



**QUICKEST
THRIFTIEST WAY
TO ANYWHERE**

Head this sleek Triumph Thunderbird toward anywhere! You'll be there quicker than you can say, *Shores of Tripoli*. And at a cost that makes a Marine pay envelope smile. Fully powered, smooth running, easy handling. Triumph is the way to travel. Makes sense for one or two. Owning one is much easier than you think.

See your nearest
Triumph dealer.

SEND COUPON
TO NEAREST
ADDRESS!

In the West:
JOHNSON MOTORS, INC.
267 W. Colorado St.,
Pasadena 1, Cal.

In the East:
THE TRIUMPH CORPORATION
Towson, Baltimore 4, Md.

FREE: Please send me the new 1959 full-color Triumph catalog showing your complete line of models.

☐ Check here if you wish the name, address and telephone number of your nearest authorized TRIUMPH dealer.

Name.....Age.....
Street.....
City or Town.....State.....
Telephone.....
Dept. L

SOUND OFF(cont.)

cidentally, went to Captain Samuel Nicholas, senior officer of Continental Marines; and (2) the adoption by the Continental Congress of the first regulations for the government of the Navy.

"However, neither of these events can take priority over the resolutions of 13 October, 1775, by which the Continental Congress appointed a Naval Committee and authorized it to purchase two vessels for Continental service.

Article 1308.2 of the Navy Regulations merely states the order of precedence to be observed between the Navy and Marine Corps in shore ceremonies. It does not advance seniority as the reason for Marine Corps precedence over the Navy in such cases, as implied on page one of MCS 1-14E."—Ed.

EARLY RELEASE

Dear Sir:

Before entering the service I graduated from college with a B. S. degree. I was trained as a school teacher, but after separation I will be unable to teach during the 1960-61 school year since my separation date is 2 October, 1960. My only other course is an early separation to enter a university and work for the M. S. degree which I will eventually have to obtain.

However, under MCO 1910.4C which authorizes early separation for Marines to attend college, there is a paragraph which states that separation to attend college can only be approved for those who have not yet graduated from a college. Am I to lose the opportunity to study, as well as the opportunity to work, because my separation date is not two weeks sooner?

Marine Corps policy in most ways seems to encourage continuance of education by those in the service, and those leaving the service. Why then, does the Marine Corps discriminate in MCO 1910.4C between those who want to do undergraduate work, and those who want to do more advanced work?

ACpl George W. Toussaint
Hq. Co. (Comm) H&S Bn.
FMFLant

Norfolk 11, Va.

● Separation and Retirement Branch, Personnel Department, HQMC, had this to say:

"The equitable administration of the Marine Corps' program which provides for early releases to commence or resume college has posed many problems. As a result, it became necessary to adopt a policy under which close com-

A Brasso shine is
BRIGHTER!



For polishing insignia, buckles, equipment, etc.

pliance with the announced criteria for the program is required as a precedent to approving a request. One criterion is that the Marine has not previously graduated from a college or university.

"ACpl Toussaint may contact his commanding officer for advice and assistance in submitting an application for discharge in accordance with the provisions of Paragraph 10272 Marine Corps Manual."—Ed.

PARACHUTE CLUBS

Dear Sir:

Being on my second cruise in the Corps, I think I am about due for a gripe . . .

On one of my recent visits to Fort Ord Army Base in California, I participated in some parachute jumps with their club. The plane, fuel, parachute gear and all the facilities that go with sky diving were free. Being a qualified parachutist in the Marine Corps, this concerns me and most likely quite a few jumpers, along with many would-be jumpers. I have been an instructor in this MOS for three years.

The closest we can come to keeping up our jumps is to join a civilian jump club and this involves quite a bit of

(CONTINUED ON PAGE 13)



SENSATIONAL! THE NEW Gillette Adjustable Razor

HERE IT IS...the greatest advance in shaving comfort since the invention of the safety razor. It's the Gillette Adjustable! The micrometer dial gives you 9 different degrees of edge exposure and edge angle. There's a setting that delivers you comfort that's all but unbelievable.

Buy the Gillette Adjustable. Try it. If you don't agree it gives you shaving comfort never before possible, you get back every cent you paid.



mail call



Leatherneck receives many letters requesting information concerning members of the Marine Corps, and other branches of the service. Condensations of these letters are pub-

lished in this column as a service to our readers.

To avoid errors, all names and addresses must be printed or typed.

Former Marine Fred Weyer, 7 Hampton Road, Lynbrook, N.Y., to hear from James DUNLOP, Sgt Harry BURKE, GySgt WILSON and O. C. CORNELL, or anyone knowing their whereabouts.

* * *

Former Marine Edward H. Markolf Sr., 44 Litchfield Ave., Elmont, L.I., N.Y., to hear from anyone he served with from 1911 to 1912.

* * *

Robert E. Weatherman, 10033 Bridgeport Way, Tacoma, Wash., to hear from SSgt Robert L. MULL, whose last known address was Schools Co., MCR-Dep., Parris Island, S.C.



In a special competition. From the 723 designs submitted, a board of officers selected this ring as most fitting to represent the historical tradition and esprit de corps of America's professional fighting man—the United States Marine.

DESIGNED BY MARINES

This beautiful signet has been adopted officially by the Marine Corps League as the mark of the fighting Marine. A finely tooled gold Marine Corps emblem mounted on a red ruby stone, flanked by detailed modelings of historic Tun Tavern and the Iwo Jima flag raising. The quality and distinctive character of this ring make it a lifetime souvenir of which any Marine can be proud.

AVAILABLE AT YOUR OWN POST EXCHANGE

MONEY BACK
Guarantee!

If you wish to order your ring by mail, fill in this coupon and send it to us at once. If you are not more than satisfied with your ring, we will refund your money.

TO: CREST-CRAFT COMPANY
4625 RED BANK ROAD, CINCINNATI 27, OHIO

NAME _____
ADDRESS _____ CITY & STATE _____

Your Size _____ Her Size _____ ☐ \$25 for 10 K Gold Men's Ring ☐ \$14 for Sterling Men's Ring ☐ \$17 for 10 K Gold Marine "Sweet" Ring

Ring size: Cut narrow strip of paper so that ends meet snugly around your finger. Mail with order.

The lost and strayed are being sought by the Fifth Marine Division Association in a renewed effort to keep in touch with veterans of the famed World War II Spearhead Division.

During this year's convention early in July in New Orleans, Association officials discovered that many addresses were out of date and members had not been kept posted. The 1960 convention is planned for Washington, D. C. next Summer, according to the Fifth Marine Division Association's new president, Major General T. A. Wornham. Convention headquarters will be the Statler Hotel.

The general also indicated the strong possibility of a concurrent convention with other division associations. He expressed hope for the biggest turnout in recent years.

Former members of the Fifth Marine Division are asked to send their names and current addresses to Major J. R. Fisher, Secretary-Treasurer, Fifth Marine Division Association, Headquarters, U. S. Marine Corps, Washington 25, D.C. Those who know the present whereabouts of other members are asked to send this information also.

It is requested that anyone who may have served with Marine War Dog "Major von Luckner III" kindly communicate with Commandant of the Marine Corps, (Code AG). It is believed that "Major" may have served with the Second Marines in the South Pacific during World War II.

* * *

Former Marine Earnest Hibbs, Jr., 703 Trumbull Ave., Girard, Ohio, to hear from Capt William W. WEST-

PHAL and Sgt John F. BUCKLEY who he served with at MCAS, Cherry Point, N. C., or anyone knowing their whereabouts.

* * *

Robert E. Waters, 224 Graydon Ave., Norfolk, Va., to hear from PFC William R. WITHEE and Pvt Jimmy L. PEPPERS.

* * *

ASgt Robert J. Brennan, Marine Security Guard, U.S. Embassy, Ottawa, Ont., Canada to hear from ASgt David W. BEEMAN and ACpl Jackie F. BOGAN, whose last known addresses were MB, 1st Guard Detachment, U.S. Naval Station, Rodman, Canal Zone, or anyone knowing their whereabouts.

* * *

Former Marine James S. Graham, 2023 West 48th St., Kansas City 3, Kans., to hear from anyone with whom he served between 1950 and 1954 on Guam, the USS Worcester (CL 144), or "F" Co., 2d Bn., Fifth Marines, First Marine Division.

* * *

Midshipman John W. Ramsey II, Maine Maritime Academy, Castine, Maine, desires the address of Gen Holland M. SMITH (Retd). Also to hear from PFC William TURKOWITZ, whose last known address was Camp Lejeune, N.C.

* * *

ASgt Harold E. Street, MACS-1, MAG-11, First Marine Aircraft Wing,

c/o FPO San Francisco, Calif., to hear from ASSgt Eugene E. JORDAN and AGySgt Donald C. BIDDISON, whose last known addresses were MACS-8, Miami, or anyone who served with TACC, MWHG, First Marine Aircraft Wing in Korea from September 1955, to June 1956. Would also like to hear from Sgt DAVIS, Drill Instructor, Platoon 267, 3d Bn., MCRDep, San Diego, from July to October 1954, or anyone who was in the platoon during that period.

* * *

Former Marine Alvin W. Lenz, 1984 Jefferson Ave., St. Paul 5, Minn., to hear from Howard W. FINK, with whom he served at Camp Pendleton in 1954, or anyone knowing his whereabouts.

* * *

David P. Higuera, FN, USN, "B" Division, USS Toledo (CA 133), c/o FPO, San Francisco, Calif., to hear from PFC David VOSHELL, whose last known address was the USS Toledo (CA 133), or anyone knowing his whereabouts.

END

ANSWERS TO CORPS QUIZ ON PAGE 4

1. (a); 2. (c); 3. (b); 4. (c);
5. (b); 6. (a); 7. (a); 8. (c);
9. (c); 10. (b).

For the PROUD
MARINE
only the Highest Quality.
Heavy Bronze and Solid
Mahogany, Hand Finished.



#307 (shown here) Plaque 11"x12"
\$14.69

#104 Plaque size 6"x7" \$7.25

Book	Loose
Ends	Emblem
Highly	Solid
Polished	Bronze
Bronze	4"x4"
6"x6"	\$4.65
\$19.80	6"x6"
set	\$6.65
of	Chrome
2.	\$5.50 ex.

Cast Alum. Car Plate Attached
Gold Emb. Raised silver letters
U.S. Marine Corps \$5.98

Send Check or Money Order To:
HYPA-PRODUCTS

35 Worley St. Boston 32, Mass.

Brochures available upon request.

AT LAST! A KNIFE WORTHY OF PERSONAL OWNERSHIP BY MEN WHO ARE DETERMINED TO SURVIVE

**THE VAN ORDEN-WIGINGTON COMBAT AND SURVIVAL KNIFE BUILT BY
MARBLE ARMS COMPANY TO THE SPECIFICATIONS OF MEN OF EXPERIENCE**

The First Commercially Available Custom Grade, Hand Processed Blade of 8 Grain 1095 Carbon Steel—with a high elastic limit—55 to 57 Rockwell Hard. Of the Quality wrought by the Ancient Armors improved to the Ruggedness and Durability now possible with modern American Craftsmanship. A Blade that takes and holds an edge!

A Bowie-Type Knife with 6" blade that will chip dry Oak or Hickory at a 45° angle and still hold its edge. Of optimum weight and balance for campcraft, combat or survival. A strong Handle capped with an octagonal hammer head. Thirty saw teeth, untouchable by an ordinary file, on the back of the blood-grooved blade, will cut thru plexiglass, aluminum skin metal, steel cable and 1½" saplings. Thong holes in hilt. Finished in a beautiful, rust-resistant blue! A SAFE Reinforced Scabbard with belt loop and various thong holes—with thong—permits mounting in numerous positions. A sharpening stone in a handy pocket. Made of strong, durable leather!

A \$25.00 Value Available to Fighting Men Anywhere in the APO and FPO Postal System for \$16.00 POSTPAID (Probably less at your Post Exchange—Ask for It!)

The Knife from which the new BuAer Survival Knife Specifications are drawn!

Reliable Combat
Equipment

EVALUATORS LTD.
QUANTICO, VA.

Dependable Target
Equipment



DETECTIVE PROFESSION

Opportunities everywhere for trained investigators, both men & women, private & police. Work home or travel. Send for free information on new home study plan, badge, certificate & profitable future. No salesman will call.

PROFESSIONAL INVESTIGATORS
PO Box 41197-B AD Los Angeles 41, California

BARGAINS FREE CATALOG

Buy Wholesale — Save Money

XMAS GIFTS, JEWELRY, TOYS, WATCHES, CLOTHING, HI-FI, RADIOS, CLOCKS, MELMAC, WALLET, CAMERAS, LAMPS, ETC.

JAY NORRIS CO.
487 LK Broadway, N.Y.C.

ORDERED TO LEJEUNE???

VISITING LEJEUNE???

Arrange accommodations in advance with MSgt. & Mrs. W. R. Letson, owners and operators of THE COASTAL Motel. Located one mile south of Jacksonville, conveniently centered to all parts of Camp Lejeune. 25 new modern units each featuring a kitchenette. Free room TV and year-round air conditioning. Family accommodations. Reasonable rates. Phone 4945.

COASTAL MOTEL

Jacksonville, N. C.

Whenever your
INSIGNIA
Bears the



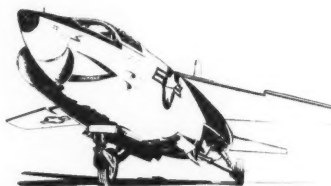
You Possess an Officially
Approved Gold Filled and/or
Sterling Silver Rhodium Finish Emblem

Where
QUALITY
is
FOREMOST

Hilborn Hamburger, Inc.
15 East 26th Street,
New York 10, N. Y.

Behind the Lines ...

IN several weeks, a student pilot will become the first Marine Aviation Cadet, since 1941, to solo. His flight will be the result of the Corps' revived MarCad program which began in July. Whether he came from an infantry company, college, or university, he will be inheriting the proud tradition of some of the Corps' greatest combat pilots of World War II and Korea.



During the six years which preceded '41, the first MarCad program graduated Marion Carl, George Dooley, Jack Conger, John Glenn, John Bolt and others whose feats in the air will never be forgotten. As combat pilots, some of these men became aces several times over.

Today the Corps is looking for more men like them— young men whose aim in life is to fly. Opportunity is abundant for men who are interested. The Corps plans to enroll about 300 men annually in the new MarCad program. You'll find complete coverage and just about everything you want to know about the requirements and training on pages 16 to 23 of this issue. The story is by Sergeant Bryce W. Eastburn.

Recently, Marines stationed in and around Norfolk, Boston and New York, had the pleasure of meeting and talking with the Royal Marines of HMS *Victorious* when the carrier came to this country to participate in NATO Exercise "Riptide."

When the *Victorious* tied up at Norfolk, Staff Writer AMSgt Clay Barrow and Staff Photographer ASSgt Russell W. Savatt, Jr., visited the Royal Marine complement of one officer and 30 "other ranks." You'll find the Barrow-Savatt saga about "Her Majesty's Marines" on pages 30 to 35.

It's always pleasant to hear a rap on the door and find Fred Stolley on the other end of the doorknob — especially when he's got a sheaf of papers in his hand.

We said, "Hi, Fred," grabbed the stack of typewritten sheets and started to read, hoping for one of those nostalgic yarns about old Shanghai and Bubbling Well Road. Fred, having been in the Old Corps for years that really never quit, is hardened to this sort of treatment; he ignored our rudeness and forthwith made off for the nearest brew oasis with our Assistant Managing Editor, who should know better in the first place.

We read on.

It was not about Shanghai, or Bubbling Well Road, or indeed anything that had anything to do with the old Fourth Marines.

It was about a dog.

A little Labrador retriever that turned out to be a better nimrod than Stolley. We slugged the piece under the fiction category and dummied it in on pages 49 to 51. Fred is indignant; he still swears the whole thing is true. . . .

Karl H. Simon
MANAGING EDITOR

SOUND OFF

[continued from page 9]

money which the average Marine cannot afford.

On one of my recent visits to the Special Services section on the base I tried to check out a football helmet, and to no avail because I was not on the football team. I was told I could check out a \$200 set of golf clubs if I was a golfer, or water skis and a boat if I cared to water ski, etc.

The point I am trying to get across is that all of us Marines do not enjoy the common things in life. Being that the Marine Corps has spent money to qualify men as parachutists, I would think that they would encourage the sport of sky diving, and spend a little money on equipment for us.

Of course, I know the Marine Corps would not spend a large amount of money on the whims of a few, but they could assist by getting discounts of the different equipment we need.

We could have a West Coast - East Coast team to compete with the other service teams. There are many other

suggestions I have, but no one to tell them to.

P. S. All I wanted to do was check out a football helmet.

ASgt Donald W. Blair

"B" Co., C&E Bn.

MCRD, San Diego, Calif.

● *Head, Special Service Branch, HQMC, sent us this information pertaining to the present policy on parachute clubs:*

"The matter of establishing parachute clubs within the Marine Corps is presently under consideration by this Headquarters. However, at the present



time, the Marine Corps has no objection to individual Marine recreational participation in parachute clubs provided that such participation is permitted by the local commander and

further, provided that the local club activity is sanctioned by the local commander and further, provided that the local club activity is sanctioned by the national organization.

"We recognize that the expenses involved in parachuting are great but it must be remembered that in general, recreation funds are spent to provide the most good for the most personnel. It can only be suggested here that you discuss your problem more fully with the local Special Services and see where possibly, some assistance might be obtained."—Ed.

RESERVE INTEGRATION

Dear Sir:

I am writing in regards to integration into the Regular Marine Corps. Prior to promulgation of Marine Corps Bulletin 1001 of 11 May, 1959, personnel of the Marine Corps Reserve, serving on active duty in pay grade E-5 or above, were reduced to pay grade E-4 upon integration in accordance with para 6.a of MCO 1001.3D. Marine Corps Bulletin 1001 permits pay grades E-5 and above to integrate at their present rank and seemingly with their present date of rank.

I integrated under the old regulations. I had a date of rank of 6 December,

TURN PAGE



Pacific Rest Motel

"OPPOSITE MARINE BASE"

4101 Pacific Highway, San Diego 1, California

IS



Headquarters for Traveling Marines, their families and friends. In the center of the city, with easy access to all points of interest.

For you, the family or group, we have singles, doubles and family type accommodations with room phones, free T.V. and continental breakfast.

The rates are reasonable, service is good with a friendly atmosphere. Adjacent to the motel are fine Restaurants, Bowling Alleys and Cocktail Lounges.

If you are planning on moving to San Diego write us for latest information regarding housing, rentals, rates etc.

For room reservation, call or write

PHONE CYPRESS 8-8364

4101 PACIFIC HIGHWAY, SAN DIEGO, CALIF.

PACIFIC SERVICES

(In connection with Motel)

Is one of the finest and most modern laundry and cleaning establishments in the west, in operation twenty four hours daily.

Featuring four hour valet service and the best of cleaning and pressing.

Pacific Services Provide: Mens Shop: Barber Shop: Coffee Shop.

PHONE CYPRESS 8-6060

4085 PACIFIC HIGHWAY, SAN DIEGO 1, CALIF.

OWN A WESTERN RANCH



AT A PRICE & TERMS YOU CAN AFFORD!

Select and buy **DIRECTLY THRU THE MAIL**
5 to 320 acre cattle, lake and river front
Valley and Mountain Ranch Sites.

CALIFORNIA OREGON - WASHINGTON

Farm and Ranch sites low as \$25 per acre.
Easy Terms start at \$50 down and \$25 month.

IT'S FREE
OUR NEW BOOKLET
DESCRIBING
THE CAL-ORE RANCH
OWNERSHIP PLAN



Makes **EVERY SERVICEMAN ELIGIBLE** to
Own A Cal-Ore Ranch. Write today

CAL-ORE RANCHES
8512-LX Whitworth Los Angeles 35, Calif.

SOUND OFF(cont.)

1950, in pay grade E-5 when I integrated 10 December, 1955. My integration coincided with a promotion cycle and I had the necessary composite score at that time for promotion to E-5, but my date of rank was 1 December, 1955, for my new E-5 grade. Consequently, I lost six years in grade as an E-5.

In view of the aforementioned, and in order that there is no discrimination in the program, I would like to know if Headquarters Marine Corps is contemplating any program for restoring the former date of rank of Staff NCOs who were reduced in order to integrate and subsequently promoted, as per my case.

I know there are a lot of Marines who would like some information on this matter.

ASSgt Melvin F. McCann
Marine Attack Squadron-225
c/o FPO, New York, N.Y.

● Assistant Chief of Staff, G1, HQMC,
said:

"Marine Corps Order 1001.3D covers
Enlistments, Assignment of Enlisted
Reservists to extended active duty and

their integration into the Regular Marine Corps. Personnel integrating under the sole authority of this order in accordance with paragraph 6.a thereof, are primarily those Marines who enlist in the Marine Corps Reserve and request assignment to extended active duty and integration.

"Personnel listed in MCBul 1001 are Reservists serving with the Reserve Program. They were integrated in accordance with MCO 1001.36 which discontinued the program of enlisted Reservists on active duty in the Reserve program. On discontinuing the program, this Headquarters offered those considered qualified the opportunity to integrate. Since these individuals were required either to integrate or to be released to inactive duty, the most equitable course was to allow them to integrate without loss of rank or seniority.

"It is true that time in grade is lost upon integration and reduction under paragraph 6.a. MCO 1001.3D, but selection boards consider the overall service of personnel, thereby minimizing the effect of loss in date of rank.

"Headquarters Marine Corps does not contemplate adjustment of date of rank of personnel who integrated under authority of MCO 1001.3D."—Ed.

END

Established 1918

A. M. Bolognese & Sons

TAILOR AND HABERDASHER, QUANTICO, VIRGINIA

Full Dress Uniforms and Civilian Evening Clothes A Specialty.

Let us mount your medals and fill your insignia and ornament needs.

Summer Service Gabardines for immediately delivery:

Blouse \$74.50
Trousers, \$25.00
Gabardine Tan

Winter Service

Jacket & Trousers \$95.00
Coat & Trousers 109.50
Topcoat 90.00

Blue and white evening dress uniform with accessories: 2 shirts, 2 collars, tie, studs, cummerbund, vest, all miniature medals mounted, buttons, and white gloves. \$300.00

Shirts: Dacron & Cotton \$8.50

Dacron & Wool \$16.50

Campaign Hats

(Add \$2 for trans.)

Engraved Swagger Stick

Swords & Accessories

Officer	\$14.50	\$12.95	\$90.00
Enlisted	11.50	7.95	60.00

Engraved Calling Cards with Plate: Officers \$12 Wives \$8

CUSTOMER ORDER BLANK

PLEASE PRINT — FILL ALL BLANKS

Name.....

Address.....

Articles Desired.....

Special Fitting Problems.....

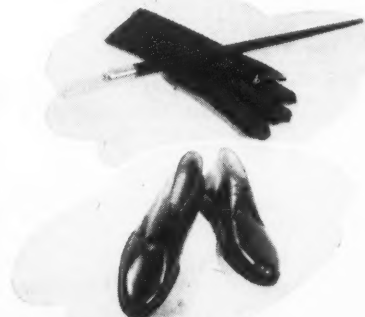
Height..... Pants Inseam..... Seat..... Cap.....

Weight..... Neck..... Sleeve..... Glove.....

Waist..... Chest..... (outseam) Shoe.....

**SHOE REPAIRING, USING O'SULLIVAN AMERICA'S No. 1 HEEL
(ORTHOPEDIC WORK DONE)**


Any time you are in urgent need of uniform articles,
call or wire by Western Union.



THIS IS WAR!

A PHOTO-NARRATIVE IN THREE PARTS

BY David Douglas Duncan



**LESS THAN HALF-PRICE
WHILE THE SUPPLY LASTS!**

The Leatherneck Bookshop has purchased the entire stock of "This Is War!" from the publishers. When this small supply is exhausted there will be no more copies available at any price! "This Is War!" has been hailed as the greatest compilation of combat photographs ever published. Copies of this book will soon be considered 'collector's items'. Be among the lucky ones to obtain this remarkable book at the special price of \$2.00. Orders will be handled on a 'first-come first-served' basis. Order your copy now, before it's too late!

NOW ONLY \$2.00 . . . Regularly \$4.95

Leatherneck Bookshop
P.O. Box 1918
Washington 13, D.C.

Rush _____ copy(s) of "This Is War!" (at the special price of \$2.00 each) to the address given below. I have enclosed \$_____.

NAME _____

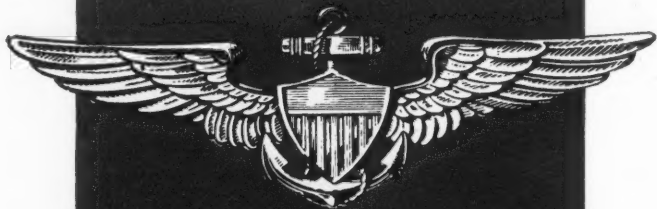
STREET _____

CITY _____

ZONE _____ STATE _____

SORRY, NO CREDIT ORDERS ON THIS SPECIAL OFFER

A great Life photographer tells a timeless story—with his own action photos—of men at war. 150 pages of Pictures for Reading—the majority never before published—of U.S. TROOPS IN KOREA. 25,000 words of background text.



M A R C



Col John L. Smith, WW II Medal of Honor Ace, and present Assistant Director of Aviation inspected three MarCads in their new uniforms

MARCADS



**Limitless careers are waiting for young
men who qualify to wear the wings of
the re-activated MarCad training program**

SOMETIME LATE in November, or early December, a student pilot at Saufley Field near Pensacola, Fla., will climb into the cockpit of a yellow T-34 Mentor training plane and become the first Marine Aviation Cadet in 18 years to solo. His flight will be the result of a revived training program which began again last July when the first dozen Marine Aviation Cadets (MarCads) re-

ported to the Navy's "Annapolis of the Air" at Pensacola.

A few months before his solo flight this first MarCad student may have been a private first class in a Marine rifle company, or a civilian college student working at a Summer job. But, whatever his background, he will be following the same road to "wings" traveled by a number of the Corps' greatest combat pilots of World War II and

by Sgt B. W. Eastburn

Official USN Photos

Korea. During the period between 1935 and 1941, when the Marine Corps first conducted MarCad training, the program developed those Navy and Marine Cadets whose names fill the pages of Marine aviation history—Colonel Marion Carl, Colonel George Dooley, Lieutenant Colonels Jack Conger, John Glenn, John Bolt and others. All of these men were, and are, superb pilots who, despite thousands of hours in the air, still love to fly. As combat pilots, some of these men became aces two, three and four times over while writing glowing chapters in the chronicle of the Corps.

Like the modern MarCad now in training at Pensacola, those veterans claimed a multitude of backgrounds when they reported for flight training. They came from nearly every state in the Union; from farms, villages, cities; some came with college sheepskins; others were former enlisted Marines with only high school educations. All of them had one thing in common—a burning desire to fly—and to fly as Marines. They were not supermen, any more than are those MarCads in training at Pensacola today. In the age before "sputnik," ICBM, nuclear fission and mach numbers, these men earned their wings as Marines.

Today the Marine Corps is looking for more men like them—young men whose aim in life is to fly. The Corps wants men who believe there is a future in the air, men who would like to be fraternity brothers with the Carls and Dooleys.

There is plenty of opportunity for those young men who are interested. The Marine Corps plans to enroll about 300 men annually in the MarCad program. Of these, approximately half will come from civilian life and the remainder will be enlisted Marines.

To be selected for MarCad training, a candidate must be a United States citizen between the ages of 18 and 25; have unquestioned moral integrity; meet certain physiological and physical standards; be unmarried and agree to remain so until commissioned; and have a minimum of two years college education. Enlisted Marines applying for the program do not need previous college training if they are capable of passing an equivalency test and have a GCT score of 120 or higher.

All candidates for the program must also agree to remain on active duty for

TURN PAGE



Each MarCad arriving at the Pensacola training base was greeted by an indoctrination committee that outlined the rules and regulations

MARCADS (cont.)

a minimum of three years after receiving their wings.

Successful completion of the MarCad training earns wings for the student and a commission as a second lieutenant in the Marine Corps Reserve. Upon completion, each new lieutenant is assigned to one of the Marine operational squadrons. In the squadrons, depending upon the type of training he has received, he will be piloting jet fighter or attack planes, multi-engined transports, or helicopters.

During his obligated three-year tour of active duty, the Marine flyer is given the opportunity to integrate into the Regular Marine Corps, if he is qualified and wishes to make a career of the service.

As a Marine Cadet, the student takes precisely the same flight instruction as a Naval Aviation Cadet. His pay and status is the same, but he is a Marine and he wears a Marine uniform.

This distinction is important for several reasons. In the years since the

first MarCad program was inactivated, the Marine Corps has obtained a good percentage of its pilots from among the graduates of the Naval Aviation Cadet (NavCad) program. Absolute selection was not possible, especially in the exigencies of wartime, and often a gradu-

ate of flight training was commissioned as a Naval officer when he would have preferred a Marine commission. The reverse of this situation was also true and, in either case, morale of the individual suffered as a result.

Another factor which argues in favor of a separate program is training efficiency. Marine Cadets are taught certain subjects which will benefit only a Marine officer, thus eliminating needless classes. In addition, the former civilian in MarCad training identifies himself with the Marine Corps from the outset, while the former enlisted man never loses his identity as a Marine.

Proof of the logic behind this arrangement was exemplified within a week after the first group of 12 MarCads reported to Pensacola last July. After receiving their uniforms, the men found themselves the object of considerable interest on the part of Naval Aviation Cadets at Pre-flight School.

Since many of the Naval Aviation Cadets were former Marines who had begun flight training before the MarCad program was restored, some were openly envious of their Marine contemporaries in the MarCad program. MarCad Keith Kerr, a former acting sergeant, told of one NavCad, a former Marine enlisted man, who voiced his envy in a most convincing fashion.

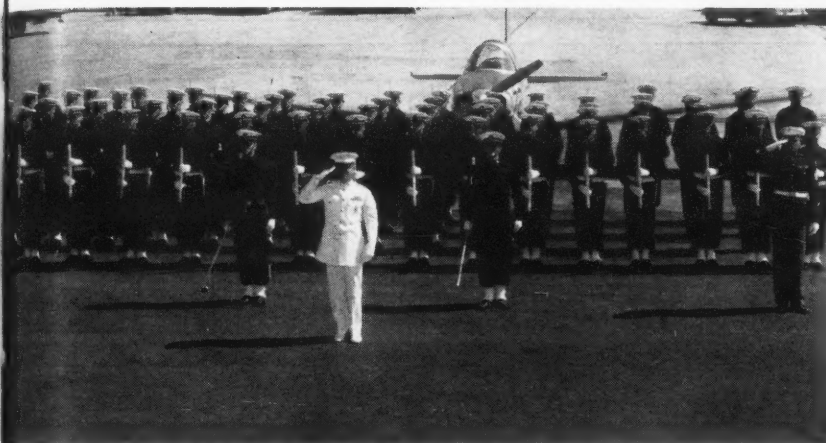
"I'm in the fourth week of Pre-flight now," the NavCad lamented, "but I'd be willing to start over again if I could go through training as a Marine."

Anyone who has been through Pre-flight can verify that this would be a monumental sacrifice.

Upon reporting to Pensacola for MarCad training, every man faces approximately 18 months of exacting work before he can pin on his wings. Step by step the training develops him into a skilled military pilot and officer. By



Pensacola arrivals for MarCad training were groups of both former Marine Corps enlisted men, and college graduates around the nation



Furnishing details for honor platoons, in addition to the rigorous drill field maneuvers, all tend to make the MarCads a topnotch drill unit

the time he finishes the program he will have received an education which has been evaluated at more than \$90,000 were it to be duplicated elsewhere. And too, the MarCad's pilot logbook will show between 350 and 400 hours at the controls of training aircraft. In addition, for each hour he spends in the air, he will put in about three more in a classroom, for a total of more than 1200 hours ground school instruction.

No matter whether he eventually becomes a fighter pilot or flies multi-engined transports, all MarCads spend nearly 11 months learning the same fundamentals of their trade before specialization begins.

First, there are 16 weeks of Pre-flight. Here the mettle of each cadet is tested against an exhausting schedule of academic and physical training. It is in this initial stage that the raw material of a future Marine pilot is first shaped by the tools of a complex training program.

Eager though the MarCad may be to take the controls of a jet, a helicopter or a transport, he will have to complete 720 hours of instruction before he touches the controls of his first training plane. Divided into three main departments, this instruction is Academic, Physical Training and Survival, and Military. This stage, which has been compared to "two tough years" at a university, includes a diversity of subjects. The aims of Pre-flight are manifold but the primary mission is to train the MarCad as a Marine officer. A total of 227 hours, nearly one-third of the total curriculum is devoted to subjects dealing with leadership and military training.

To most former enlisted Marines, this part of Pre-flight is somewhat less formidable than to a classmate fresh from civilian life. The demands of discipline and intricacies of close order drill are

no mystery to a MarCad reporting from an infantry company, but his ex-civilian buddy who has been hitting the books in college may have the edge when it comes to study habits.

The academic portion of Pre-flight is, like the rest of the syllabus, a finely balanced selection of subject matter which is designed to cover the absolute maximum of instruction in the least possible time. It provides instruction in Basic Aviation Science, Elementary Physiology, Practical Aviation Physiology, Engineering, Naval and Marine Corps Orientation, Navigation, Principles of Flight and Study Skills.

To equip each student with the study skill necessary to absorb the vast amount of book work, a course in speed

reading has been included in the curriculum. In 23 hours of instruction, the cadet's comprehension rate may be increased by 100 per cent.

The third phase of Pre-flight instruction, Physical Training and Survival, is designed to make "tigers from the cubs." While the modern accident rate in Marine and Naval aviation is infinitesimal compared to the early years of the century, the student pilot is taught how to effect an emergency exit from his aircraft should the occasion arise. The school also teaches the use of survival equipment and techniques of survival on both land and sea. To accomplish this, and to bring the student to a high level of physical conditioning, the training includes work in the gymnasium, swimming pool, and on the obstacle course. Each cadet is instructed in competitive sports, hand-to-hand combat, and woods lore.

By the time a student leaves Pre-flight he has been taught the correct use of oxygen, how to escape from a sinking aircraft after making a water landing, the safe way to parachute from any altitude, and how to carve a rattlesnake into prime steaks—quite an education.

The MarCad reporting to Pensacola for flight training has but a little while to wait before he is "up to his ears" in the program. Usually the new student will report at the main gate of the Naval Air Station on a weekend.

His first stop will be at the Marine Aviation Detachment where he is logged aboard and then directed to the Cadet Indoctrination Battalion.

The Marine Aviation Detachment,
TURN PAGE



Shoulder, hip and waist measurements, plus proper trouser length and taper ensured a neat, military appearance for the MarCads' uniforms

MARCADES (cont.)

which is commanded by Major B. J. Stender, serves as an administrative organization for all Marine officers, enlisted men, and MarCads stationed at Pensacola. Upon checking in at Indoctrination Battalion, where he will spend the first week of his 16 weeks in Pre-flight, the MarCad will probably be greeted by one of the enlisted Marine drill instructors. These men, all experienced NCOs, are in much the same position as the DIs who train recruits at Parris Island and San Diego. Their role in the Pre-flight stage is to instruct the students in discipline, military proficiency, foot drill, manual of the sword, and manual of arms. Under the direction of the drill instructors, the MarCads receive an abrupt introduction to the inflexible routine and discipline which will be theirs for the remainder of their time in Pre-flight.

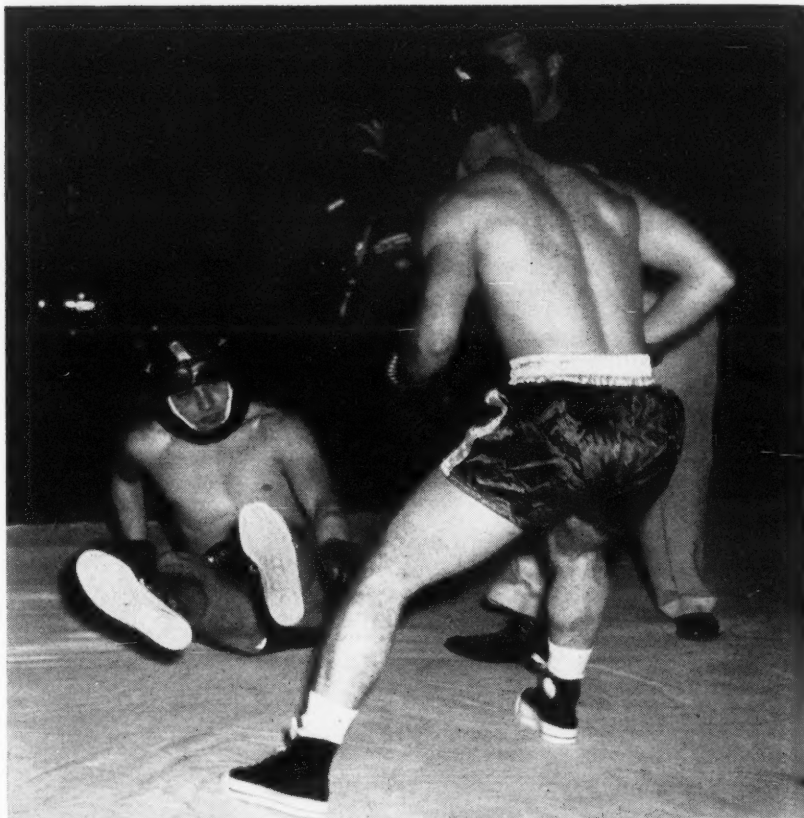
At indoctrination the student learns what to expect from the training, receives his uniforms, an economy haircut, and is given a series of tests to determine his capacity for learning. Here, too, he learns that his rank is equivalent to a Marine corporal and that his pay will be a substantial \$159.13 per month, including a \$47.88 subsistence allowance. After he leaves Pre-flight and begins flying, the pay is increased by \$50 per month to \$209.13. His salary remains at that level until he graduates from training and is commissioned a second lieutenant. At that time, if he has two years of active duty, he will be earning \$472.78 per month, including allowances.

The big moment for a MarCad during his first, or Indoctrination week, is when he receives his uniforms. The subject of an exhaustive study, this uniform is the pride of every MarCad.

Styled and tailored in impeccable taste, each uniform is fitted to the individual by professionals. The complete issue to each cadet includes everything from the skin out, with the exception of dress blues.

The uniforms are identical to those worn by Marine officers, with one or two minor variations. The frame cap cover does not carry the quadrofoil and the gold chin strap is one-quarter inch wide as compared to a half-inch for the officer's cap.

Rank insignia, of course, is different. The MarCad's insignia of rank is a pair of gold wings upon which is superimposed a silver, two-bladed propeller. This is won in the same manner as officers' rank insignia and was patterned after the insignia worn by MarCads of yesteryear.



Individual and team sports competition is highly stressed and required for MarCads. Physical training and fitness aids in relieving tension

MarCads must spend three hours in the classroom for every hour in an aircraft

After his first week of Indoctrination, the MarCad is transferred to one of the cadet battalions. Here, he is assigned a room with three other cadets and enters into the routine of study and training which will occupy him for the next 15 weeks.

Life for a MarCad is demanding, especially so during the early weeks when he is striving to adjust to split-second schedules. Classes begin at 7:00 a.m. and continue until 4:05 p.m. Monday through Friday. Each class lasts approximately 50 minutes and with an equal lunch period, the work day is divided into 10 periods. A typical study schedule might find a class of MarCads studying navigation their first period, finances the second, aviation science in the third, and a rifle inspection scheduled in the fourth period.

With five minutes allowed between classes, the students have to hustle to

make the deadlines. Often it becomes a matter of moving at a near run as a class attempts to sandwich in a trip to their barracks for athletic gear or a forgotten textbook.

The day begins early for MarCads and even then it seems that there just aren't enough hours to cover everything on the schedule. Reveille goes at 5:30 a.m. and taps is at 9:30 p.m. during the week. Despite the heavy schedule, a little free time is set aside each evening for writing letters, bull sessions, phone calls, and pure relaxation. Many students, especially in the first few weeks, find they cannot afford even these brief periods of freedom, but must use the time in thumbing through textbooks.

During the 15 weeks of Pre-flight a cadet is given liberty only on the weekends. Even then the hours are restricted, with no overnight liberty permitted. Most students find the situ-

ation perfectly agreeable since liberty time can also be devoted to study—and the studies are of paramount importance.

At the beginning of Pre-flight the 16 weeks seem to stretch ahead into infinity but as the student becomes involved in the routine he is caught up in the tempo and days flit by uncounted. Looking backward during the last week, the student is amazed that so much is behind him and seemingly in such a short period of time.

Graduation eventually arrives one Friday morning and the student finds himself face-to-face with the realization that he is really going to start flying. His sense of anticipation, dulled by the long weeks of study, is honed anew and his excitement mounts by the moment as he packs his clothing for the move to Saufley Field and Primary stage.

The MarCad who reports to Saufley Field, a few miles northwest of Pensacola, will probably be assigned to VMT of Basic Training Group One. A primary training squadron, VMT-18 has an all-Marine roster of instructors and there is keen rivalry between this unit and the other training squadrons.

In his first week at Primary, the MarCad is exposed to still more bookwork. Not once does he get off the ground. Often, in impatience, he is required to sit in classrooms while overhead can be heard the tantalizing drone of those "beautiful" trainers.

Contrary to possible opinions on the matter, this first week of ground school is not designed to torture or frustrate the student. His hours in the classroom are put to excellent purpose as he hears lectures on the characteristics of the T-34 Mentor and studies manuals relative to flight safety, procedures and engineering.

During the first two days he is thoroughly briefed on what he will learn at Saufley and becomes acquainted with the organization of the Basic Training Group. For the balance of the week he resumes his study of many subjects he had in Pre-flight. This ground school continues throughout his training as a



Aerial photo reading and interpretation play one of the major roles in the cadets life. They must be able to identify ground signs while flying

pilot, but at Primary, the student begins to see bookwork in a different light. For one thing, the pace is not as rapid as in Pre-flight and those trainers are just outside the classroom, waiting for HIM.

After what seems an impossibly long week, the day comes when at last the student meets his instructor and is taken for his first ride. Now, all his studies and efforts begin to focus. This first flight with his instructor is one of 12 he will make before he is given a "check ride" to determine if he is "Safe for Solo." In the interim the cadet is required to learn a lengthy list of procedures, maneuvers and techniques upon which he will be examined during his pre-solo flight. He is required to: Conduct a pre-flight inspection of the plane, start and warm up the engine, perform a cockpit check, and test the engine. Taxi safely and know the proper use of brakes. Take off without excessive swerving. Use propeller, throttle, and landing gear controls correctly. Recognize stall conditions and recover properly from deliberate stalls.

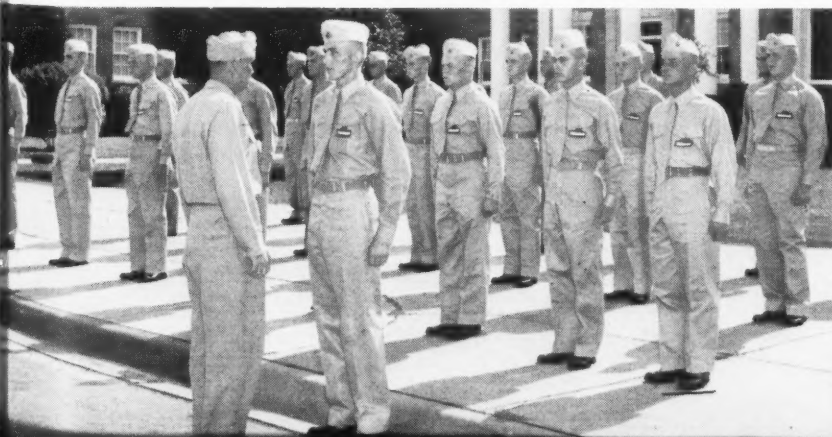
Satisfy the instructor that he can perform slow-flight procedure, spins, steep turns, and power-off spirals.

He is further required to: Demonstrate proper procedure and good headwork during high and low altitude emergencies. Execute safe full-flap and no-flap landing on the first third of a hard-surfaced runway. Demonstrate satisfactory drift correction in crosswind landings. Execute a minimum of three landings, one full-stop landing at a solo field, followed by three solo landings if the instructor considers him safe-for-solo. Make a successful approach and landing at Saufley Field and return the plane to the flight line. Stop the engine and secure the cockpit.

In recognition of this flight, successfully completed, the MarCad is allowed to wear a "solo bar." About the size and shape of a tie clasp, the gold solo bar includes a tiny Marine Corps emblem and is worn in the same way an aviator wears his wings. The occasion on which a cadet dons his bar is a momentous one and is exceeded only when he can at last pin the shiny wings to his uniform.

After nine weeks at Saufley the MarCad is ready to move on to larger aircraft and more specialized flight techniques. During the Primary stage he has logged 41 hours flight time and has continued his ground school courses; averaging about four hours daily in the classroom.

TURN PAGE



Self confidence was gained by each man during the inspections which were held with regularity



Each cadet soon learned about the paper work involved in getting the planes off the ground. Many hours were spent reviewing flight plans

MARCADS (cont.)

The next stop is Basic Training Group Two at Whiting Field. Whiting Field is located near Milton, Fla., about 25 miles northeast of Pensacola and is the home of BTG (Basic Training Group) 2 and BTG-3. Here the Cadet is introduced to the T-28 Trojan. A powerful, rugged airplane, the Trojan's performance is comparable to that of the better Marine fighter planes of World War II.

The switch from the Mentor to the Trojan is a long step. The student must go through a transition phase with the "big bear" before he can devote himself to improving his flight techniques.

In his eight weeks with BTG-2 the MarCad progresses through transition, precision and acrobatics. His instruction is extended to night flying, after a thorough grounding in instrument, all-weather, and airway procedures.

The next move is to BTG-3, also at Whiting, where he learns formation flying, day and night navigation, and, for future jet pilots, air-to-air gunnery.

In addition to all these new skills, the student pilot constantly sharpens his techniques in subjects learned earlier in training. He spends hours studying radio and instrument navigation, taking "rides" in the Link Trainer, and reviewing his ground school subjects. With the completion of BTG-3 the MarCad has more than 120 hours of flight time and has been in training for 40 weeks.

After BTG-3 the next step for all MarCads is Field Carrier Landing Practice and Carrier Qualification. For this stage the cadet moves back to Saufley Field and joins BTG-5. Only three weeks in length, FCL and Carrier

Quals is the shortest stage of the entire flight training program, yet it is one that is anticipated with mixed emotions by nearly every student who reaches it.

It has always been customary for a Marine pilot to qualify for carrier duty. He begins this practice as a flight student and as long as he is in an operating squadron with carrier type aircraft, he will continue to qualify periodically.

For the MarCad at BTG-5 the introduction to carrier qualification begins with the inevitable ground school. He is told that during his first 13 hops he will practice on dry land. At Bronson Field a "carrier-sized" area has been marked off and the student learns to make his approach on this field. His approach is controlled by an LSO (landing signal officer) who directs the student into a landing by signaling with a paddle in either hand or supervises the student's approach on the Optical Landing System or mirror. The big difference between carrier landings and normal landings is that for carrier ap-

proaches the student flies the entire pattern under 200 feet at speeds very near a stall.

Once he demonstrates his ability to hit the dry land "carrier," his next hurdle is an actual carrier landing. All carrier qualifications are conducted on the *USS Antietam* in the Gulf of Mexico.

To qualify as a Marine pilot, the MarCad must make six arrested landings aboard the *Antietam* and an equal number of take-offs. Success in this stage is a real milestone in his flight training. Being a carrier pilot is a distinction not universal among military flyers.

From this point on the student enters a "pipeline." Depending upon a choice made in Primary stage, the cadet will now follow one of several routes, or "pipelines" through his advanced training. If the MarCad has elected to become a helicopter pilot he returns to "Mainside" at Pensacola where he will receive 15 weeks of instrument and multi-engine training in the twin-engined SNB Beechcraft. After logging nearly 140 hours in the SNB, the future whirlybird pilots move to the Helicopter Training Group (HTG) at Ellyson Field, which is nine miles northeast of Pensacola.

Here he begins an eight-week course which takes him from ground school through flight instruction in operational-type helicopters. The ground school introduces him to rotary winged aircraft and prepares him for his initial flight instruction in the Bell HTL-6 single rotor. Thirty hours in the HTL-6 and he is ready to try his hand in the operational types. These, the Vertol HUP-2 tandem rotor and the familiar Sikorsky HO4S "Horse" single rotor, are exactly like those the student will find in an operational squadron after he is commissioned.



Nerves of steel are a must for the MarCads when they receive, and become proficient in, the techniques of carrier take-offs and landings



Ensign R. M. Mauck, standing on the wing of an AD training plane, gives the traditional "thumbs up" sign to D. S. Bellis, student MarCad

Thirty hours instruction in either of these types and he is ready to return again to "Mainside" where he will receive his wings, commission, and orders to a duty assignment.

While the "pipeline" has carried the helicopter pilot to his wings, another branch of the "plumbing" has taken other cadets to jet training. For some, the diversion to jets began immediately after Primary stage back at Saufley Field. This group, instead of going to Whiting Field and instruction in the Trojan, moved back to Sherman Field at "Mainside" Pensacola and began instruction in the T2V Seastar and T2J Buckeye. Capable of knocking along at better than 500 knots and climbing to 40,000 feet, these tandem-seated jet trainers are ideal for instruction in carrier operations.

During 120 hours flight instruction in these jets, the student practices the same skills as his contemporaries back

at Whiting Field. He takes instruction in acrobatics, radio instruments, night and day navigation, formation flying and carrier qualification. When not flying, he is absorbed with classroom instruction which includes aerology, communications, engineering, principles of flight and special weapons.

Completion of 24 weeks at Sherman Field with BTG-9 and the jet cadet is ready for advanced training in the latest operational types. At this point the student leaves the Pensacola area and reports to Kingsville, Texas. Here he is assigned to Advanced Training Unit (ATU) 212 and is launched on the highly specialized skill of flying swept-wing jets, such as the Grumman F9F-8 Cougar.

The curriculum for ATU-212 includes jet familiarization, air-to-air gunnery, air-to-ground rockets, high and low altitude bombing, navigation, and cross-country flying. The student's

progress through the course brings fighter tactics, loft bombing maneuvers, and finally carrier qualification again on the *USS Antietam*.

In the nine weeks at Kingsville with ATU-212, the jet student has flown about 140 hours and completion of the training brings him his wings and commission.

There is yet another way for jet pilots to reach their wings. The many-angled "pipeline" picks up a number of jet students at Memphis, Tenn. These cadets, all of whom took Basic at Whiting Field, are sent to Memphis and BTG-7 after they complete their carrier qualification at Saufley Field with BTG-5. At Memphis, where they spend six weeks taking instrument training, the students are checked out in the T2V Seastar. For all of them this is their introduction to jets after receiving all previous flight training in the Mentor and Trojan.

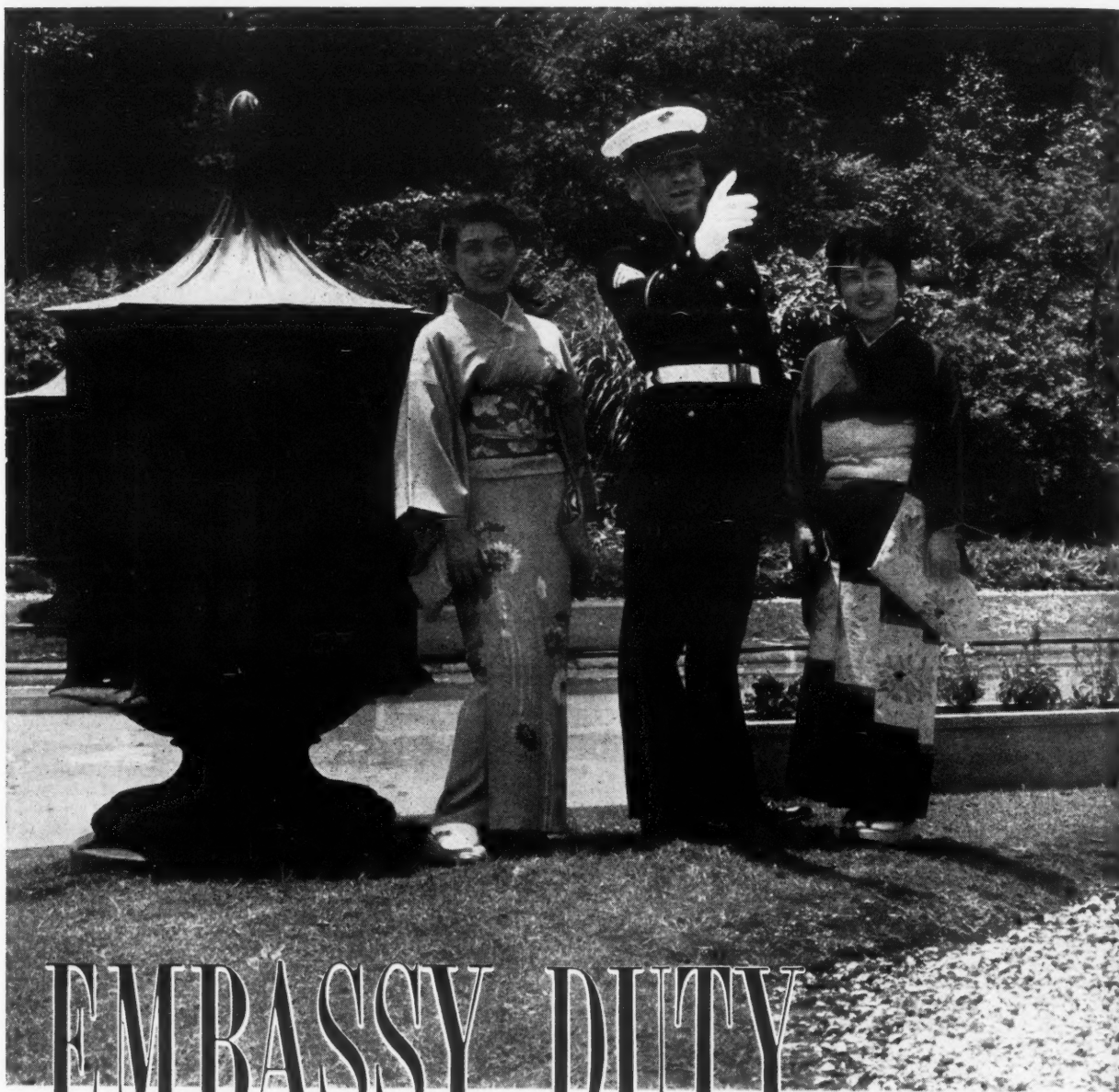
During the six-week syllabus, the jet student flies about 30 hours in 20 flights. His chief concern in this stage is to learn the use of basic instruments while performing complex maneuvers under simulated conditions. In the radio instrument phase at Memphis, the student navigates solely by use of his needles, knobs, and dials without any visual reference to the ground. With BTG-7 behind him, the cadet then moves on to Chase Field at Beeville, Texas, and the final stage of his training before graduation. When the cadet checks in at Beeville he has approximately 180 hours of flight time under his belt, with 30 of the total in jets. As an advanced student he joins either ATU-203 or 213. Before he leaves either of these units he will have put in 21 weeks and will have flown at least 120 hours in F9F Cougars. The ground school portion of this stage calls for 160 hours of academic work plus 21 hours in the jet Link Trainer.

The flight techniques covered include formation flying, low altitude flying, gunnery, bombing, advanced instruments and finally carrier qualification once more on the *Antietam*.

No matter what "pipeline" to his wings the MarCad enters, the way is long and rough, but the rewards are worth it. In today's Marine Corps where the air-ground team has become a matter of fact, a pilot's role is vital.

Each year new developments in aviation place a greater emphasis on the importance of Marine air power as an equal partner in the overall mission of the Corps. There is virtually no ceiling on the opportunities to command enjoyed by Marine aviators today. The way is open from the bars of a second lieutenant to the stars of a general officer for those who venture the road.

END



EMBASSY DUTY

TOKYO

by AMSgt Robert E. Johnson

Photos by
AGySgt Joseph J. Mulvihill

WHEN DUTY stations are discussed over cool brews by traveled Marines, the cities of Paris, Wellington, Canberra, Buenos Aires, Athens, Oslo, Hong Kong and Tokyo always seem to dominate the conversation. Stories range from

the believable to the unbelievable, but all are fascinating and interesting. Tokyo, one of the most talked about cities in the world, is presently the home of 11 enlisted Marines stationed at the American Embassy.

Today, Tokyo is a center of national

administration, industry, education and finance. Although highly westernized, it still retains much of its old-world charm. The city, with a population well over eight and a half million, is the seat of the central government. The National Diet corresponds to the parliament and congress of other countries, possessing both a house of representatives and a house of councilors. The Diet Building, one of the landmarks of the capital, is situated in the middle of the Governmental District of Tokyo.

The American Embassy occupies two buildings, as well as a portion of a third, all near downtown Tokyo. The Chancery, constructed in 1930, contains the offices of the Chief of Mission; the Deputy Chief of Mission; the Political Counselor and his American staff; the Director of the Combined Economics Division and U.S. Operations Mission in Japan and a few members of his staff, including the Economic Counselor; the Communications and Records Section; and the Security Branch.

The balance of the Combined Economic Division and the U.S. Operations Mission in Japan, including the entire

Commercial Branch, occupy the first and part of the second floors of the Kikai Boeki Kaikan Building (Embassy Annex No. 2), located across the street from the Chancery. The remainder of the offices and employees of the Embassy, including the Consular Division, the U.S. Information Service, the Defense Attaches, and most of the Administrative Division, work in the Mantetsu Building (Embassy Annex No. 1), a six-story structure situated one block from the Chancery on 10th Street near B Avenue in the Toranomon District.

The primary mission of a Marine Security Guard is to provide protection for all classified and administratively controlled material contained in a Foreign Service Post. The secondary mission is to provide protection for the government property at the post. Marine Security Guards carry out these missions by standing stationary posts or by patrolling the buildings and grounds.

At Tokyo, the watch is divided among 10 individuals. The Marines are ASgts Peter C. Blinn, Louis A. Chatelle, Jr., Kenneth A. Dalbke, Tommie E.

Frith, Barry A. Glass, Francis G. Little, Jr., Richard W. Voeltzke, Richard M. Wozar, ACpls James L. Brown and John A. Prunty.

The two 24-hour posts are at the Chancery (Post 1) and Annex Number One (Post 2). The hours of relief are at 0700-1200, 1200-1730, 1730-0030 and 0030-0700. During on-duty hours, the sentries make frequent checks throughout the buildings. Each post makes its headquarters at a desk in the main lobby of each building.

Post 3, in the KBK Building, is only an evening security check. This is accomplished before the cleaning detail arrives to sweep and mop. The guard remains in the building until the cleaning force has departed.

Morning, noon, and night, the Marine guard scrutinizes all Embassy offices for evidence of security violations; unlocked safes or file cabinets, improper storage of classified documents, etc. When a violation is discovered, the violator is summoned by the Marine guard to the Embassy.

In cases where an employee is not summoned, a pink slip is filled out by

TURN PAGE

Eleven Marines, stationed at the American Embassy in

Tokyo, guard classified material and government property



When they leave the Embassy, the members of the Marine Security Guard change to civilian clothing



Junior NCOs are quartered in large, comfortable rooms located about 20 minutes from the Embassy

TOKYO (cont.)

the guard and left at the scene of the violation. The responsible person must report to the Security Officer the following day and explain the incident. These violations are a source of personal embarrassment and reflect in the rating of the employee's "security consciousness" in his next efficiency report. Additionally, all violations are reported to Washington and are made a part of the employee's personnel record. Repeated security violations can result in disciplinary action, such as suspension without pay or even removal.

"We roam the buildings and look for the obvious," ASgt Dalbke said. Dalbke, a recent arrival from the Seoul Embassy, added: "We have to be especially watchful here because there is no visitor control."

In addition to the regular guard duties at the Embassy, that of enforcing security regulations, providing protection for classified material and safeguarding U.S. property, the Marines, as well as various staff members of the Embassy, volunteer for courier runs to other cities. Although this is not part of their regular mission, many consider

it a break in the routine. The runs usually take no more than one day and the diplomatic pouches are delivered via Japanese air lines.

Training is somewhat difficult due to the small size of the detachment and the duty hours; nevertheless, the unit attends school on small arms, tactics, interior guard and other basic military

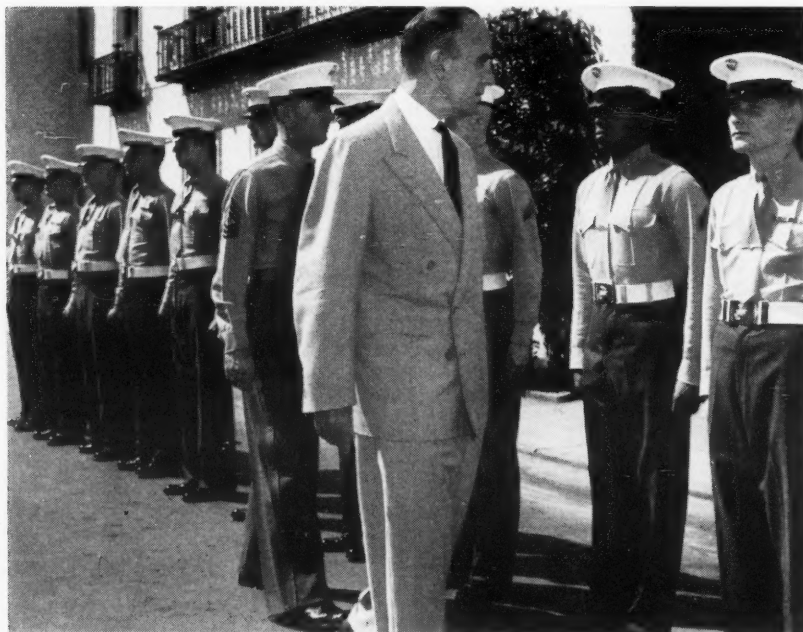
subjects during off-duty hours. All are enrolled in MCS and MCI courses.

The guard is available for special details and honor guards whenever important personages visit. For the most part, the duty uniform is dress blues. During Winter months it's switched around with greens. "The extremes in weather here, especially during the Winter, make it necessary for everyone to have all uniforms ready for wear at a moment's notice," 1stSgt Francis X. Drohan said. "Uniforms are never worn off the compound. Civilian clothes are a must between the quarters and Embassy—and on liberty."

Marine Corps personnel assigned to the Marine Security Guard program of the Department of State are all members of Foxtrot Company, Headquarters Battalion, Headquarters Marine Corps, Washington, D.C. The Marine Security Guard Detachments at Foreign Service Posts are usually under



ASgts Richard M. Wozar, Francis G. Little, Jr., and Peter Blinn relaxed at the snack bar in their barracks while they were off duty



Ambassador Douglas MacArthur II made a courtesy inspection of the security guards. He was accompanied by 1stSgt F. X. Drohan

ASgt Kenneth A. Dalbke made his normal tour in the Chancery. Loose papers were checked to insure against security violations



the immediate supervision of an NCO-IC. In addition to the NCOIC, there is assigned to each regional area, a Regional Marine officer-in-charge whose responsibility is assigned by the Commandant and includes the semi-annual inspections of the Marine Security Guard detachments in his area.

The Tokyo detachment, supervised by 1stSgt Drohan, a veteran of both World War II and Korea, is directly responsible to Major William Plaskett, Jr., regional Marine officer in charge, who makes his headquarters at the Manila Embassy. The Tokyo command is one of 15 Embassies located in the Far East.

Besides watching over the daily guard, holding weekly school, administering to all needs of the Marines, etc., 1stSgt Drohan is an assistant to the Embassy Regional Security Officer, Mr. William H. Wade. One big responsibility Drohan has is assisting Mr. Wade with periodic changes of combinations on locks, repairing locks and the opening of safes which accidentally jam. "I'd make quite a Jimmy Valentine after I leave this duty," 1stSgt Drohan said.

Drohan was assigned to Special Foreign Service from nearby Atsugi. When notified, he returned to the States to attend the Security Guard School at Headquarters Marine Corps, without knowing that he would retrace his steps to Japan on graduation. He was assigned to the Tokyo Embassy in June, 1958. This time, his wife and three children accompanied him to Japan.

Like all officials at the Embassy, 1stSgt Drohan wears civilian clothes most of the time. He dons his uniform only when the occasion merits doing so. His routine sees him traveling between the three Embassy buildings and on and off the compound many times



ASgt Louis A. Chatelle, Jr., (left) and 1stSgt Francis Drohan went on a shopping trip in one of the commercial areas near the barracks

daily. "I'd be changing clothes four or five times a day if a uniform was a must," he said. "Under no circumstances can a uniform be worn off the Embassy grounds."

The administration burden is not too heavy on 1stSgt Drohan's shoulders. Service record books are retained in Washington, D.C., at Company F. The only individual records on hand in Tokyo are the health records and IRCs'. All administrative matters, re-enlistments, etc., are handled by mail with the D.C. office. When speed is necessary, 1stSgt Drohan uses dispatch traffic. Through normal diplomatic pouch service, he can expect about a one-month delay in answer.

"The Barracks," as the single Marines' quarters are called, is a 20-minute ride from the Embassy. It's a three-story civilian house which resembles a fraternity building in the Midwest. The first floor has a kitchen and dining room. The upper two stories are divided into individual and double rooms. Housekeeping chores are accomplished by locally hired help.

The junior enlisted men are all single, and prior to assignment to Embassy duty in Tokyo, signed a statement which read: "I am not married; and, in accepting assignment to Special Foreign Duty, I hereby certify that I will remain unmarried until the completion of 22 months duty in this assignment. I understand that prior to marriage at any time while on this duty, I must obtain permission from the Commanding Officer, Headquarters Battalion, Headquarters, U.S. Marine Corps."

All receive the basic subs allowance

of \$2.57 a day. The Embassy Marines are paid on the 1st and 15th from the Naval Attache's office. The additional subs allowance (\$77.10) is paid in check form by the State Department.

The American Chief of Mission in Tokyo is Douglas MacArthur II, addressed as "Mr. Ambassador." He was appointed to succeed Ambassador John M. Allison and was sworn in as the U.S. Ambassador to Japan by the late Secretary of State John Foster Dulles in Washington, D.C., on December 18, 1956. Accompanied by his wife and daughter, he arrived in Tokyo in February, 1957, to present his letters of credence to the Emperor of Japan.

In April of this year, Ambassador MacArthur was made an honorary member of the U.S. Marine Corps Security Guards during ceremonies at the American Embassy. This honor was bestowed upon the Ambassador in appreciation of his continued personal interest in the men of the guard at the Tokyo Embassy.

ASgt Wozar, on behalf of the Marines, presented him with a Marine officer's saber with his name inscribed on the blade. A certificate of appreciation was read and then presented to the ambassador by 1stSgt Drohan.

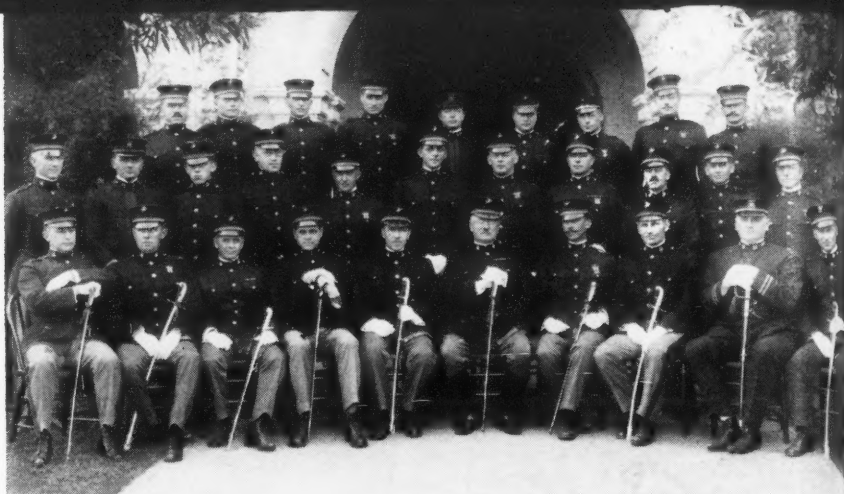
The sightseeing spots of Tokyo are too numerous to mention. Besides the temples and shrines, there is the Kanda district filled with leading universities. There are Hibiya, Meiji and other splendid parks and theaters like the Kabuki-za Theater, Nichigeki and Takarazuka Gekijo (formerly Ernie Pyle). There are also huge athletic stadiums, Korakuen and Meiji for baseball, Kodokan for judo (continued on page 80)



1stSgt Drohan admired a sword which the men of the security guard gave to the Ambassador

CORPS ALBUM

HERE ARE some more of the Old Corps photos which we will print as a regular feature. *Leatherneck* will pay \$15.00 for old photos of this type accepted for publication. Please include date, outfit, or any other available identification. Mail your Old Corps photos to **CORPS ALBUM EDITOR, *Leatherneck Magazine*, Box 1918, Washington 13, D. C.** All photos will be returned.



Submitted by Mrs. George C. DeNeale

Col Joseph Henry Pendleton (front row, center) visited the Marine Base, San Diego, shortly after his return to the United States in 1912

From time to time, readers have requested information about the Corps Album photos we have printed. The following list of names and addresses of this month's contributors will make it possible for readers to write directly to the owners of the pictures for identification or information not contained in the captions.

Mrs. George C. DeNeale
4699 S. 34th St.
Arlington, Va.

Carl B. Strand
169 Honey St.
Battle Creek, Mich.

Robert L. Draper
727 Prospect Hill Dr.
Martinsville, Va.

Lenore Stark
Box 343
Water Valley, Miss.

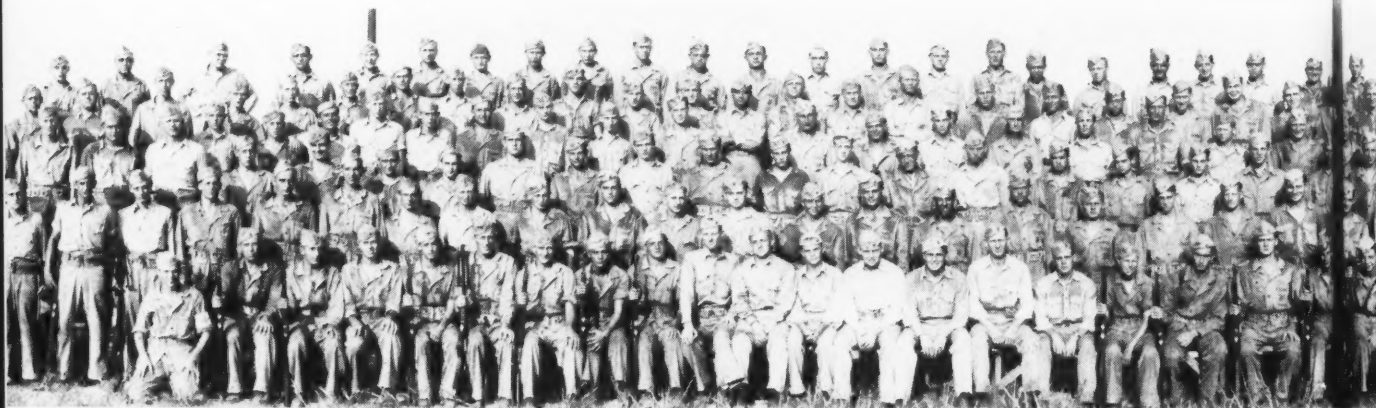
Celestine Levery
P.O. Box 225
Evansville, Ill.

LtCol J. E. Buckley (Retd)
The Cliff House
Winthrop Highlands, Mass.



Submitted by Carl B. Strand

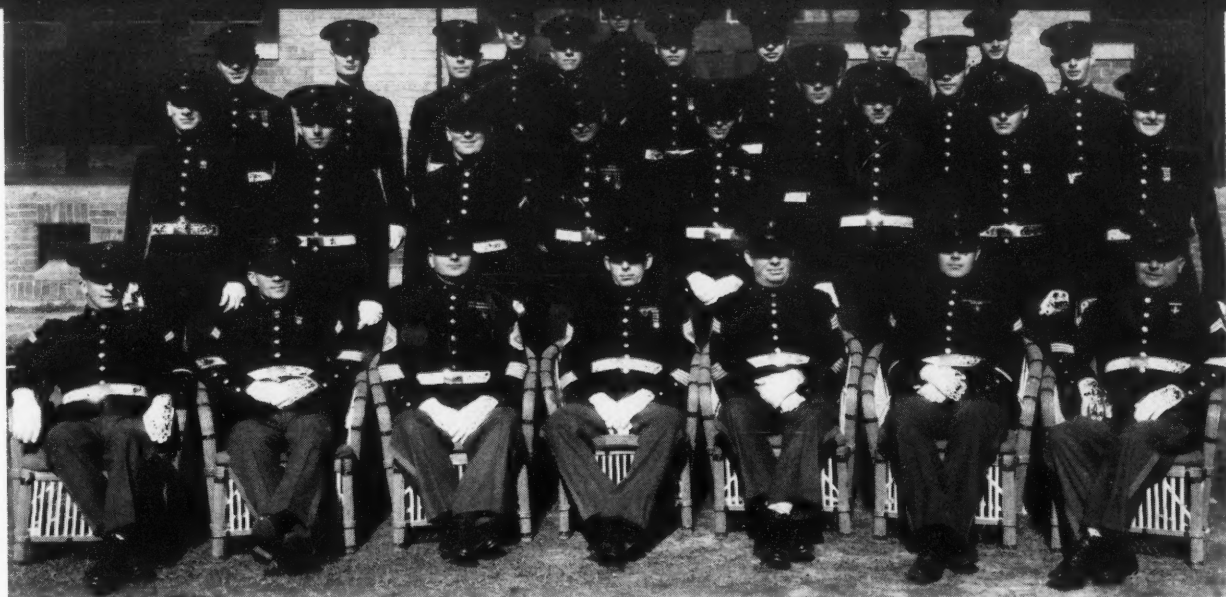
Several members of the 2d Bn., Sixth Marines, in Germany during WWI, got together for a group picture prior to leaving for the front



Submitted by Robert L. Draper

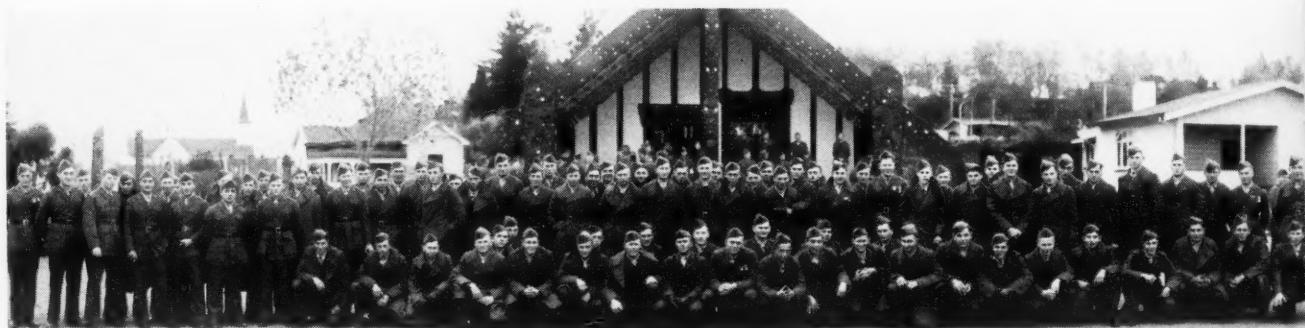
Company I, 3d Bn., Third Marines, (later a part of the Third Division) was stationed at New River,

N. C., in 1942. The unit had just completed a hike when this photo was taken. Col Caldwell was CO



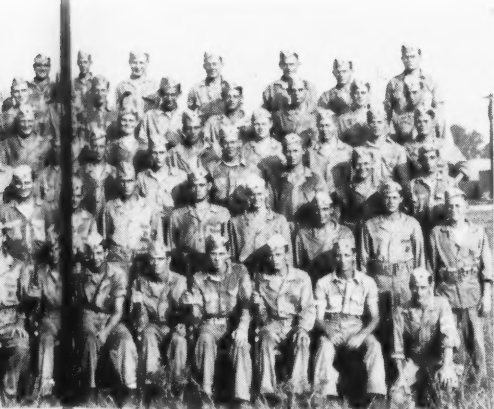
Seven Marines (front row) of Company A, Fourth Marines in Shanghai, China, 1938, had contributed

Submitted by Lenore Stark
more than 88 years' service to the Marine Corps; five of the men were below the rank of sergeant



Company G, 2d Battalion, Ninth Regiment, Third Marine Division, was in Rotorua, New Zealand, in

Submitted by Celestine Levery
1943. In the background is a temple erected by the Maroris—the original inhabitants of New Zealand



Submitted by LtCol Joseph E. Buckley (Retd)
In 1922, Marines of the 79th Company, Sixth Marines, hiked all the way from Quantico, Va., to Gettysburg, Pa., a distance of 120 miles



HER MAJESTY'S MARINES

by AMSgt Clay Barrow

Photos by ASSgt Russell W. Savatt, Jr.

**There is no closer camaraderie-in-arms than that which exists
between the U.S. Marine Corps and the Corps of Royal Marines**

THREE DECADES of retelling have not lessened the humor of the allegedly true incident that took place in the late twenties when the 12th Battalion, Royal Marines, and our own Fourth Regiment served together in Shanghai. A massive, newly arrived American Marine private swaggered up to a boyish, pint-sized Briton and casually inspected him from top to toe. He jabbed a banana-like finger at the youngster's "R.M." in-

signia and asked, "What's that stand for?"

"That," replied the Royal Marine disdainfully, "stands for *Real* Marines."

American Marines stationed in and around Norfolk, Boston and New York had an opportunity to meet and talk with the "Real Marines" of *HMS Victorious* when the 35,000-ton carrier visited this country to participate in NATO Exercise RIPTIDE. The fleet exercise, which highlighted the important

peacetime evolution of British aircraft landing and being launched from American carriers and vice versa, took place from 15-20 July.

Prior to RIPTIDE, *HMS Victorious* spent four days at Norfolk and, afterward, tied up in Boston and New York before returning to the United Kingdom in mid-August.

Although *Victorious* is the largest of Britain's carriers—behind the 46,000-ton sister ships, *Ark Royal* and *Eagle*—

her complement of Royal Marines is unusually small. With one officer and 30 "other ranks," her detachment is less than one-third the size of the *Ark Royal's*.

But what the detachment lacked in numbers, they made up for in hospitality and conviviality in Norfolk as they played host to what seemed like every U.S. Marine stationed within a hundred mile radius.

There is no closer camaraderie-in-arms in the world than that which exists between our Corps and the Corps of Royal Marines. Yet the Royal Marine is far better informed about our Corps than we are about his. The American Marine has boundless respect for his British counterpart, but it is based almost solely on the conviction that "They're just like us. . ." The Royal Marine, hearing this, smiles to himself. For he is, above all else, a civilized, tolerant man in his relations with his precocious cousin, the American Marine.

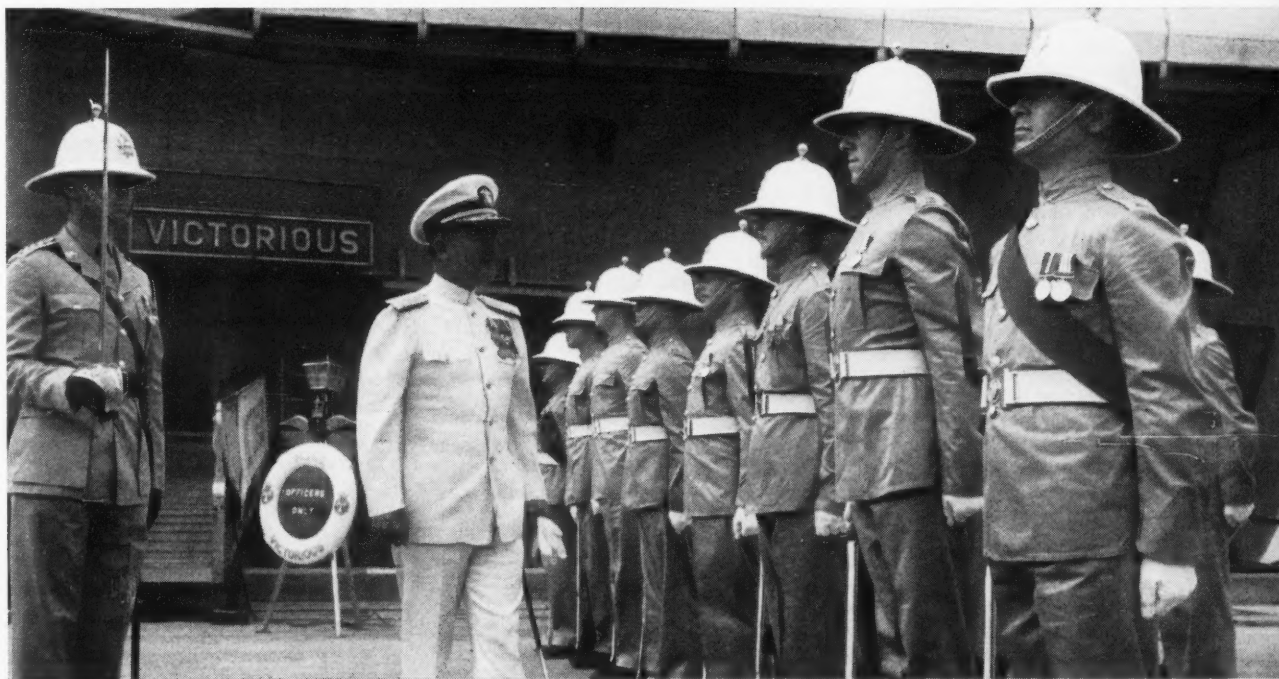
This year, 12 days before we commemorate our 184th birthday, the Royal Marines will observe (probably with the outward nonchalance that Sir Robert Bruce Lockhart characterized as Britain's "weakness in peace and strength in war") their 295th anniversary.

On October 28, 1664, an Order in Council authorized the raising of troops for service " . . . in His Majesty's fleets

TURN PAGE



HMS Victorious, the flagship of VAdm C. L. G. Evans, (L) came into Norfolk alongside the mighty U.S. carrier, the *Independence*



VAdm William Smedberg, III, Commander of the U.S. Second Fleet, inspected the Royal Marine

detachment on the Norfolk pier. Sgt D. J. Evans, (foreground) wore the traditional red NCO's sash

HER MAJESTY'S MARINES (cont.)

prepared for sea-service." Called "The Duke of York and Albany's Maritime Regiment of Foot," their most distinguished officer was John Churchill, Sir Winston's ancestor, who became the first Duke of Marlborough. To this day, Royal Marines still refer to their Corps as "The Regiment."

Down through the often turbulent history of Great Britain, no arm of their military has fought with more gallantry or earned more of their country's laurels—and affection—than the men Rudyard Kipling called "Er Majesty's Jollies—soldier and sailor too!" Since its inception, this Corps d'elite has covered itself with glory in every land and sea battle in which Britain has engaged.

U.S. Marines who have come to adopt a flattering phrase as peculiarly their own might be surprised to read it in an account written during Capt Cook's second voyage around the world, a year before our Declaration of Independence was signed. A British Marine had fallen overboard, was retrieved and carried below by his mates who "shifted his clothes, and gave him a dram or two of brandy to revive the animal spirits, treating him with peculiar tenderness, the result of an *esprit de corps*, to which sailors are at present utter strangers."

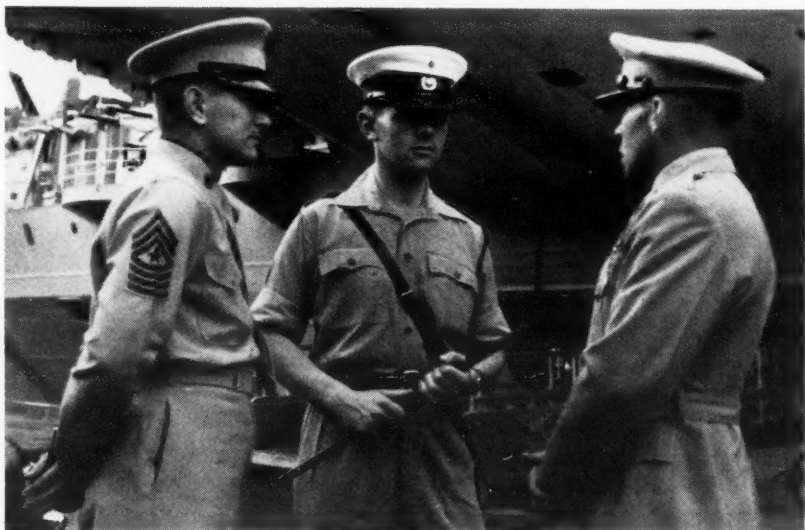
Nor did American Marines invent the squared-away (or, as the British say, the "smart") look. In 1756, British Marines were cautioned that, "No Marine shall appear in the streets without his Hat being well cocked . . . his Hair combed . . . and he is to keep his cloathes without Spot, Dirt, Ripp or Ragg." Visitors aboard *Victorious* can testify that not a man of the detachment is violating this long-standing order.

Commissioned in January, 1941, *HMS Victorious* displaced 22,600 tons. From May, 1941, until war's end, she and her aircraft launched strikes against the *Bismark* and *Tirpitz*, took part in convoys to Russia and Malta and covered the North African landings. In 1943, when the U.S. carrier force in the Pacific was reduced to one carrier, *Victorious* was lent to the U.S. Pacific Fleet. She exchanged squadrons with the *USS Saratoga* and, at one time, operated all the fighters from both ships. In May, 1945, she was hit by a Kamikaze aircraft on the flight deck but, within hours, was in action again.

In 1950, at a Portsmouth, England, dockyard, she began undergoing the most monumental face lifting in Britain's Naval annals. Scheduled for completion about mid-1954, the project



Marine 1st Class Neville Ayling stood his watch on the the quarter-deck in front of the plaque commemorating combat operations of *Victorious*



SgtMaj Stephen W. Smith and Maj Robert Louis Stephenson, Jr. waited with Capt Halford for transportation to nearby FMFLant Hq

eventually took twice as long. It encompassed a whole new era of thought and design of naval aircraft and carriers. And each successful innovation was ultimately incorporated into her modernization.

Victorious put on weight—19,000 tons—during her long inactivity. But it was all beef and muscle. In 1953 she got her angled deck, new radar, new boilers and single berth cabins for officers. In 1954 she was altered to ac-

commodate airborne guided missiles. The following year her radar was again modified and improved.

The carrier's "island" was made deliberately small in order to devote maximum space to the flight deck. But the most revolutionary innovation was the immense radar aerial which resembles the world's largest seagoing spotlight. Its admirers call it "the best shipboard air defense radar in the world," with good reason. A complex



Sgt Evans explained flight deck procedures to LCpl Donna M. Goulet and Pvt Jane Watson as Marines Carryer (C) and Williams listened



Marine drummer Brian Phillips maintained his typical British aplomb as LCpl Goulet and Pvt Watson examined his ceremonial tiger skin

semi-automatic electronic system collects information which combines early warning and high discrimination of an aircraft's position. At a glance, the ship's captain or admiral can see the tactical situation in any section of the sky for miles around.

Added, too, were steam catapults, deck landing mirror sights, air conditioning, elevators, new arresting gear, armament, and myriad other improvements. Most conspicuous loss? Ham-

mocks, a tradition of the British Navy, were replaced by bunks.

In January, 1958, 17 years after her original launching, and a long seven years after the commencement of her modernization, Captain C. P. Coke, DSO, RN, took command as *Victorious* became the sixth modern carrier to join the Royal Navy since WWII.

Three months before, in October, 1957, the Royal Marines who would comprise the ship's detachment, began

gathering at Eastney, outside Portsmouth. (Assigned en masse, they will be relieved the same way in January, 1960.) On November 22, under command of Captain Michael J. M. Halford, they were officially formed and began an intensive pre-embarkation training period. But, vigorous though it was, the training was "old hat" to the Marines who were all veterans of a Boot Camp that lasts nearly four times as long as ours.

The first 12 weeks of a Royal Marine's nine-year first enlistment is spent at Deal in Kent. Here he is "kitted-up," (given his uniform) his education is continued, he learns to swim and drill and is given basic weapon instruction. His starting pay will be six pounds, two shillings and six pence per week, or about \$17.00.

A boy can join, with his parents' consent, at the age of 14, for service as a junior drummer or bugler. But this is considered "boy's time," and does not count toward retirement.

From Deal, the recruit goes to the Infantry Training Centre at Lympstone in Devon. For 14 weeks he receives more advanced training in parade ground and ceremonial drill and learns how to fire and maintain his weapons—the rifle, the Bren gun, etc. Here, also, he receives extensive field training.

After Lympstone comes Commando School at Bickleigh, also in Devon. Royal Marines man the only British Commando Brigade, the 3d, now in existence. If Deal were considered his elementary school and Lympstone his high school, then Bickleigh would be the Royal Marine's college. For here is learned the advanced infantry arts: river fording, cliff climbing, speed marching, tactics, survival and small-scale amphibious assaults.

Then comes a two-week course in elementary seamanship aboard one of H.M. ships in Portsmouth. Here are taught the ages-old nautical niceties such as knots, splices and boat-pulling. And here the recruit learns the rudiments of life as a sea-service Marine.

Then it is back to the barracks at Eastney for a "brush-up" course. There is acquired the final polish, the smart bearing for which the Corps is famous. There, too, a recruit will, in his turn, become a member of the King's Squad, which consists of the senior recruits under training. The King's Squad frequently acts as a guard of honor on ceremonial occasions. The best all-round recruit in the squad, if he meets a specified standard, receives the King's Badge, which he wears throughout his career.

All this and more was behind the men who comprised the *Victorious* detachment. On the proud day of her recommissioning, the Marines formed at

TURN PAGE



"Key Locker" sentry, Marine Rupert Carryer, (L) described his duty post to PFC Walter R. Hazard



C/Sgts Larry Wilkins and Arthur Walters took a close look at SgtMaj John Kull's chevrons

HER MAJESTY'S MARINES (cont.)

their barracks behind their band and, after joining the main body of the ship's company, marched through the dockyard and aboard their new floating home. On board, they immediately went to work, parading three different ceremonial "guards of honour" for visiting Flag Officers that first day.

Two weeks later, *HMS Victorious* sailed out of Pompey Harbour under her own steam to begin her sea trials. After a run to Scotland, she called in at Plymouth for gunnery trials. At Plymouth the Marines fired for the first time the twin 3"/.50s which they man.

It wasn't until June that the first of the 12-ton Scimitar jet fighters came aboard. *Victorious* was the first carrier to get the Scimitar, which is capable of carrying a nuclear weapon. Later came the twin-seat Venom and the crew-of-three Skyraider—but both will be replaced by the Sea Vixen and the Gannet.

After a short visit to France, *Victorious* sailed for the Mediterranean. The trip was marred by the loss of a Scimitar and, two days later, a helicopter. While in the Malta-Gibraltar area, the carrier was the subject of a

documentary film in color. Then came a 10-day stopover in Toulon.

In mid-December, the monotony of shipboard routine was broken for the detachment by a "pipe to muster." A scant 50 minutes later, the fully combat-equipped detachment was helicopter-lifted ashore and made a forced march of 10 miles—just for practice.

After four months in the Med, the ship returned to Portsmouth in January, went back again to Gibraltar and then sailed home in May to become the Flagship of Vice Admiral C. L. G. Evans, C.B., C.B.E., D.S.O., D.S.C. In January, 1959, Adm Evans had taken command of all British aircraft carriers.

While the training period that "other ranks" must undergo is an extremely long one by our standards, it is short in comparison to the length of training a Royal Marine officer must undergo. The *Victorious* OCRM, (Officer Commanding Royal Marines) Captain Michael J. M. Halford, was appointed a second lieutenant (on probation) shortly after graduation from Wellington College in 1946. His training period, like all commissioned officers, lasted three and a half years! After two years and four months service, an officer is promoted to Acting Lieutenant and, on successful completion of his training, is confirmed as Lieutenant.

His seniority is based on grades earned during the training period.

Officer training courses are conducted at Royal Naval, Royal Marines and Army establishments, plus 12 months' duty with the 3d Commando Brigade serving overseas.

Capt Halford was assigned to *HMS Glasgow* in April, 1950, which was then operating in the West Indies. A much-anticipated trip through the Panama Canal up to Los Angeles was canceled by the outbreak of hostilities in Korea. (Capt Halford differentiates between the two great canals by calling one "Panama Canal" and the other, "the Canal," for Suez.)

He served from 1951-52 in Malaya, followed by a year in Malta, and six months in the Canal Zone. Before assuming his present duties, he served three years in Gunnery School, first as a student, then as an instructor.

Capt Halford is held in high esteem by his detachment. A revealing insight into the overall Royal Marine officer-enlisted relationship is the fragment of conversation overheard between an American Marine and a Royal Marine. The Briton, explaining his promotion opportunities, pointed out that, in order to be promoted to corporal, a man must first request promotion. (Some men don't—and retain the rank of Marine throughout a 22-year career.) Then he



urned

ected
and
nths'
gade

NMS
then
uch-
ama
eled
orea.
ween
one
"the

aya,
six
as-
rved
t as

een
ight
cer-
t of
an
rine.
tion
rder
must
men
rine
a he

HER MAJESTY'S MARINES (cont.)

prepared for sea-service." Called "The Duke of York and Albany's Maritime Regiment of Foot," their most distinguished officer was John Churchill, Sir Winston's ancestor, who became the first Duke of Marlborough. To this day, Royal Marines still refer to their Corps as "The Regiment."

Down through the often turbulent history of Great Britain, no arm of their military has fought with more gallantry or earned more of their country's laurels—and affection—than the men Rudyard Kipling called "Er Majesty's Jollies—soldier and sailor too!" Since its inception, this Corps d'elite has covered itself with glory in every land and sea battle in which Britain has engaged.

U.S. Marines who have come to adopt a flattering phrase as peculiarly their own might be surprised to read it in an account written during Capt Cook's second voyage around the world, a year before our Declaration of Independence was signed. A British Marine had fallen overboard, was retrieved and carried below by his mates who "shifted his clothes, and gave him a dram or two of brandy to revive the animal spirits, treating him with peculiar tenderness, the result of an *esprit de corps*, to which sailors are at present utter strangers."

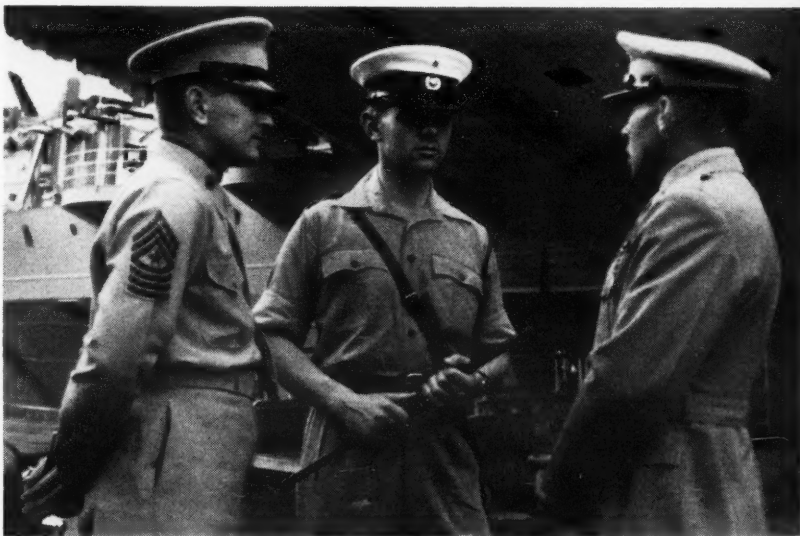
Nor did American Marines invent the squared-away (or, as the British say, the "smart") look. In 1756, British Marines were cautioned that, "No Marine shall appear in the streets without his Hat being well cocked . . . his Hair combed . . . and he is to keep his cloathes without Spot, Dirt, Ripp or Ragg." Visitors aboard *Victorious* can testify that not a man of the detachment is violating this long-standing order.

Commissioned in January, 1941, *HMS Victorious* displaced 22,600 tons. From May, 1941, until war's end, she and her aircraft launched strikes against the *Bismark* and *Tirpitz*, took part in convoys to Russia and Malta and covered the North African landings. In 1943, when the U.S. carrier force in the Pacific was reduced to one carrier, *Victorious* was lent to the U.S. Pacific Fleet. She exchanged squadrons with the *USS Saratoga* and, at one time, operated all the fighters from both ships. In May, 1945, she was hit by a Kamikaze aircraft on the flight deck but, within hours, was in action again.

In 1950, at a Portsmouth, England, dockyard, she began undergoing the most monumental face lifting in Britain's Naval annals. Scheduled for completion about mid-1954, the project



Marine 1st Class Neville Ayling stood his watch on the the quarter-deck in front of the plaque commemorating combat operations of *Victorious*



SgtMaj Stephen W. Smith and Maj Robert Louis Stephenson, Jr. waited with Capt Halford for transportation to nearby FMFLant Hq

eventually took twice as long. It encompassed a whole new era of thought and design of naval aircraft and carriers. And each successful innovation was ultimately incorporated into her modernization.

Victorious put on weight—19,000 tons—during her long inactivity. But it was all beef and muscle. In 1953 she got her angled deck, new radar, new boilers and single berth cabins for officers. In 1954 she was altered to ac-

commodate airborne guided missiles. The following year her radar was again modified and improved.

The carrier's "island" was made deliberately small in order to devote maximum space to the flight deck. But the most revolutionary innovation was the immense radar aerial which resembles the world's largest seagoing spotlight. Its admirers call it "the best shipboard air defense radar in the world," with good reason. A complex



Sgt Evans explained flight deck procedures to LCpl Donna M. Goulet and Pvt Jane Watson as Marines Carrier (C) and Williams listened



Marine drummer Brian Phillips maintained his typical British aplomb as LCpl Goulet and Pvt Watson examined his ceremonial tiger skin

semi-automatic electronic system collects information which combines early warning and high discrimination of an aircraft's position. At a glance, the ship's captain or admiral can see the tactical situation in any section of the sky for miles around.

Added, too, were steam catapults, deck landing mirror sights, air conditioning, elevators, new arresting gear, armament, and myriad other improvements. Most conspicuous loss? Ham-

mocks, a tradition of the British Navy, were replaced by bunks.

In January, 1958, 17 years after her original launching, and a long seven years after the commencement of her modernization, Captain C. P. Coke, DSO, RN, took command as *Victorious* became the sixth modern carrier to join the Royal Navy since WWII.

Three months before, in October, 1957, the Royal Marines who would comprise the ship's detachment, began

gathering at Eastney, outside Portsmouth. (Assigned en masse, they will be relieved the same way in January, 1960.) On November 22, under command of Captain Michael J. M. Halford, they were officially formed and began an intensive pre-embarkation training period. But, vigorous though it was, the training was "old hat" to the Marines who were all veterans of a Boot Camp that lasts nearly four times as long as ours.

The first 12 weeks of a Royal Marine's nine-year first enlistment is spent at Deal in Kent. Here he is "kitted-up," (given his uniform) his education is continued, he learns to swim and drill and is given basic weapon instruction. His starting pay will be six pounds, two shillings and six pence per week, or about \$17.00.

A boy can join, with his parents' consent, at the age of 14, for service as a junior drummer or bugler. But this is considered "boy's time," and does not count toward retirement.

From Deal, the recruit goes to the Infantry Training Centre at Lympstone in Devon. For 14 weeks he receives more advanced training in parade ground and ceremonial drill and learns how to fire and maintain his weapons—the rifle, the Bren gun, etc. Here, also, he receives extensive field training.

After Lympstone comes Commando School at Bickleigh, also in Devon. Royal Marines man the only British Commando Brigade, the 3d, now in existence. If Deal were considered his elementary school and Lympstone his high school, then Bickleigh would be the Royal Marine's college. For here is learned the advanced infantry arts: river fording, cliff climbing, speed marching, tactics, survival and small-scale amphibious assaults.

Then comes a two-week course in elementary seamanship aboard one of H.M. ships in Portsmouth. Here are taught the ages-old nautical niceties such as knots, splices and boat-pulling. And here the recruit learns the rudiments of life as a sea-service Marine.

Then it is back to the barracks at Eastney for a "brush-up" course. There is acquired the final polish, the smart bearing for which the Corps is famous. There, too, a recruit will, in his turn, become a member of the King's Squad, which consists of the senior recruits under training. The King's Squad frequently acts as a guard of honor on ceremonial occasions. The best all-round recruit in the squad, if he meets a specified standard, receives the King's Badge, which he wears throughout his career.

All this and more was behind the men who comprised the *Victorious* detachment. On the proud day of her re-commissioning, the Marine^s formed at

TURN PAGE



"Key Locker" sentry, Marine Rupert Carryer, (L) described his duty post to PFC Walter R. Hazard



C/Sgts Larry Wilkins and Arthur Walters took a close look at SgtMaj John Kull's chevrons

HER MAJESTY'S MARINES (cont.)

their barracks behind their band and, after joining the main body of the ship's company, marched through the dockyard and aboard their new floating home. On board, they immediately went to work, parading three different ceremonial "guards of honour" for visiting Flag Officers that first day.

Two weeks later, *HMS Victorious* sailed out of Pompey Harbour under her own steam to begin her sea trials. After a run to Scotland, she called in at Plymouth for gunnery trials. At Plymouth the Marines fired for the first time the twin 3"/.50s which they man.

It wasn't until June that the first of the 12-ton Scimitar jet fighters came aboard. *Victorious* was the first carrier to get the Scimitar, which is capable of carrying a nuclear weapon. Later came the twin-seat Venom and the crew-of-three Skyraider—but both will be replaced by the Sea Vixen and the Gannet.

After a short visit to France, *Victorious* sailed for the Mediterranean. The trip was marred by the loss of a Scimitar and, two days later, a helicopter. While in the Malta-Gibraltar area, the carrier was the subject of a

documentary film in color. Then came a 10-day stopover in Toulon.

In mid-December, the monotony of shipboard routine was broken for the detachment by a "pipe to muster." A scant 50 minutes later, the fully combat-equipped detachment was helicopter-lifted ashore and made a forced march of 10 miles—just for practice.

After four months in the Med, the ship returned to Portsmouth in January, went back again to Gibraltar and then sailed home in May to become the Flagship of Vice Admiral C. L. G. Evans, C.B., C.B.E., D.S.O., D.S.C. In January, 1959, Adm Evans had taken command of all British aircraft carriers.

While the training period that "other ranks" must undergo is an extremely long one by our standards, it is short in comparison to the length of training a Royal Marine officer must undergo. The *Victorious* OCRM, (Officer Commanding Royal Marines) Captain Michael J. M. Halford, was appointed a second lieutenant (on probation) shortly after graduation from Wellington College in 1946. His training period, like all commissioned officers, lasted three and a half years! After two years and four months service, an officer is promoted to Acting Lieutenant and, on successful completion of his training, is confirmed as Lieutenant.

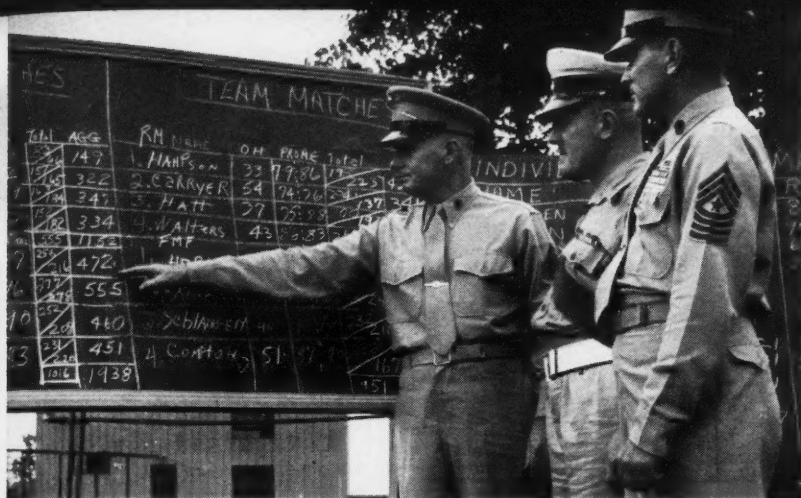
His seniority is based on grades earned during the training period.

Officer training courses are conducted at Royal Naval, Royal Marines and Army establishments, plus 12 months' duty with the 3d Commando Brigade serving overseas.

Capt Halford was assigned to *HMS Glasgow* in April, 1950, which was then operating in the West Indies. A much-anticipated trip through the Panama Canal up to Los Angeles was canceled by the outbreak of hostilities in Korea. (Capt Halford differentiates between the two great canals by calling one "Panama Canal" and the other, "the Canal," for Suez.)

He served from 1951-52 in Malaya, followed by a year in Malta, and six months in the Canal Zone. Before assuming his present duties, he served three years in Gunnery School, first as a student, then as an instructor.

Capt Halford is held in high esteem by his detachment. A revealing insight into the overall Royal Marine officer-enlisted relationship is the fragment of conversation overheard between an American Marine and a Royal Marine. The Briton, explaining his promotion opportunities, pointed out that, in order to be promoted to corporal, a man must first request promotion. (Some men don't—and retain the rank of Marine throughout a 22-year career.) Then he



SgtsMaj Butler Metzger, Walters and Smith verified team scores after the British and American Marines fired a friendly pistol match

must be recommended by his immediate superior and then must attend NCO School. When and if he satisfactorily completes the school, he is placed on a seniority list to wait his

promotion.

"Of course," the Royal Marine pointed out, "he must mind his Ps and Qs or his officer can simply have his name removed from the list."

"What?" interrupted the American. "You mean, after all that trouble, one officer can shoot you down?" The Royal Marine looked at him blankly.

"I mean," hastened the American, "it sounds like one officer can wreck you if he doesn't like your looks no matter how many other people think you're qualified."

"No, no," explained the R.M. patiently, "don't you see, no officer would allow himself to be influenced by his personal feelings toward a man. An officer is, after all, an officer."

The average American, for purposes of easy identification, has a mental picture of what the "typical" German, Italian, Frenchman, Russian, Japanese, etc. looks like.

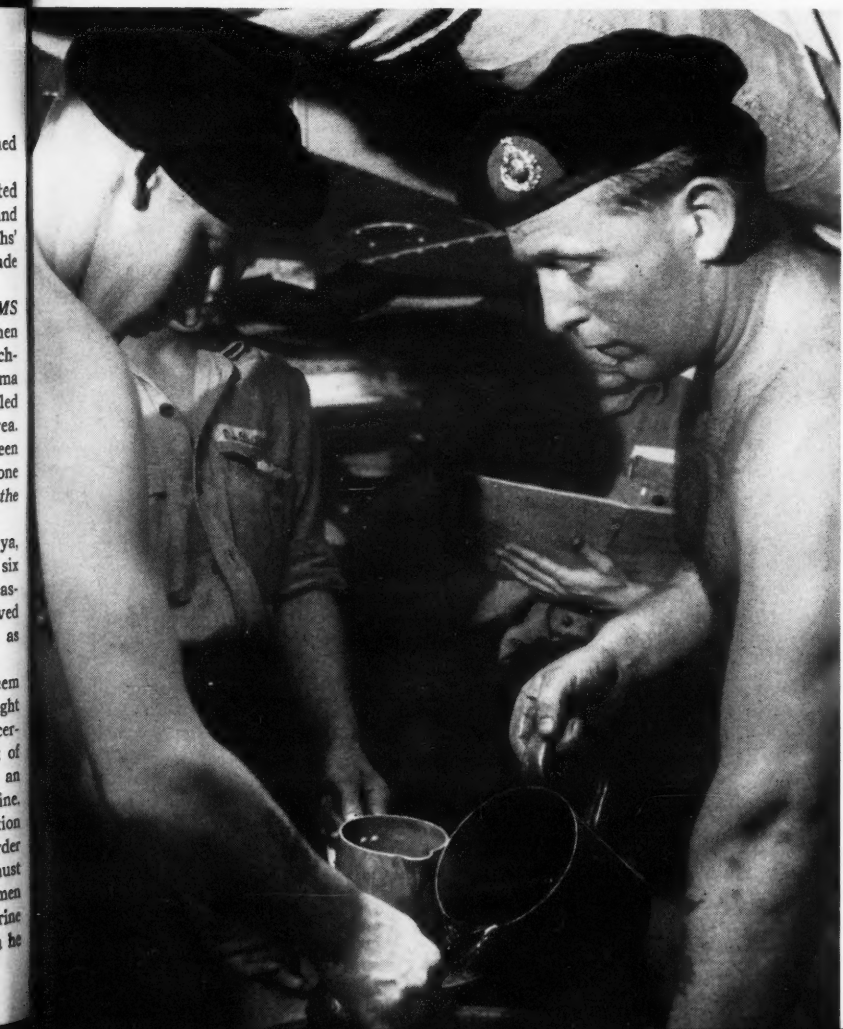
The Briton, for example, always carries an umbrella, wears his hair longer than we do, affects a mustache, is indomitable in the face of adversity (whether in the form of a World War or a leaky faucet) and remarks "Quite right, old chap," to just about anything said to him. Unhappily, most of these impressions are incorrect.

But, aboard *HMS Victorious*, an American's faith in his judgment would be restored because, out of its 1890-man complement, there is only one man—Colour Sergeant Arthur G. F. Walters—who could possibly be the Sergeant Major of Marines. (The senior enlisted man has the title—but does not get the pay—of a sergeant major.)

With his clipped mustache, tree-trunk torso and slightly bowed legs, this genial gentleman is the embodiment of what an American thinks a British sergeant major looks like.

C/Sgt Walters enlisted for 12 years in 1935. Almost exactly 20 years before *Victorious* sailed into Boston and New York harbors, he had visited those ports aboard the ill-fated *HMS Southampton* in June, 1939. Less than six months later, he was one of the survivors when she was sunk by German aircraft—almost a year before Pearl Harbor. From October, 1941, until November, 1943, he served on *HMS Resolution* in the Far Eastern Fleet. He has spent most of his career at sea but, from 1954-57 had a tour of recruiting duty in Glasgow. Although born in Bedfordshire, he is "Scotch by adoption." He maintains a home for his wife and five children in Edinburgh.

He is one of two Royal Marine C/Sgts aboard, but the other, the immensely (continued on page 68)



Two of the ship's butchers also measure out the daily rum ration



YOKOSUKA

The Marines say there's no other city like it

by AMSgt Robert E. Johnson

Photos by

AGySgt Joseph J. Mulvihill

POST

O
F
T
H
E
C
O
R
P
S



Observing Fleet Activities from their high vantage point atop Admiralty Hill was one

of the many Roving Patrol Teams formed by a U. S. Marine, and one FACP Guard



Volunteer members of the Marine Barracks Drill Team ran through one of their intricate drills. The team makes many public appearances

FOR MARINES, there's no place like Japan—no town like Yokosuka. First impression: It isn't oriental. Instead of paper lanterns on the main thoroughfare, there's a tangle of neon signs. Instead of kimonoed dolls twirling parasols, there are girls in high heels, skirts and sweaters with Audrey Hepburn haircuts. Kamikaze taxis bear down from all sides. You are surrounded by a noisy gaudy city.

What happened to Madame Butterfly? Where are the quiet rock garden and dwarf trees? Where are the pagodas?

They're still there, but you have to find them. Like all Japanese cities, Yokosuka has its share of beautifully constructed shrines and temples.

Chances are, if you are a career Marine, you've been to the "Land of the Rising Sun" at one time or another since the end of World War II. It's different; even in the space of a year there have been many changes, and the

Japan you may have known in the past has prospered and advanced.

Yokosuka is the primary liberty port of the Seventh Fleet and a ship of some sort is always at anchor in the harbor or tied up to the Fleet Landing. Although he's thousands of miles from home, the newcomer will soon learn that it's the Navy's desire to make Yokosuka a real "home away from home."

The city of Yokosuka is spread outside the main gate of Fleet Activities. Presently it sustains a population of more than 270,000 people. The Tokyo Bay area, which includes Yokosuka, Yokohama and Tokyo, enjoys a climate similar to that of Washington, D.C. Snow may be expected infrequently between December and March. Considerable rainfall accounts for Japan's ample vegetation.

The Marine Barracks, Yokosuka, is strategically located on the Miura peninsula, the key to Tokyo Bay, and was the former home of the Japanese Im-

perial Navy. It's about 25 miles south of Yokohama and 45 miles south of Tokyo. The Barracks lies within the boundaries of the U.S. Fleet Activities and covers an area of one square block.

Fleet Activities covers about 500 acres, plus outlying storage and warehouse areas. About 4000 U.S. personnel and about 12,000 Japanese employees are utilized to fulfill its mission. Components include the U.S. Naval Hospital, Headquarters Support Activities, Naval Supply Depot, Ship Repair Facility, Public Works Department, Operations Department, Harbor Defense Unit, Service Craft Unit II, and the Marine Barracks.

In addition to Fleet Activities, Yokosuka provides logistic support to Headquarters, Commander Naval Forces, Japan; Field Research Unit, Far East Command; Commander Military Sea Transport Service, Western Pacific Area; Commander Fleet Training Group, Western Pacific; Commander Submarine Group, Western Pacific; Fleet Weather Central; Branch Hydrographic Office, and several smaller activities.

The Marines are in the minority, even though the Barracks has 13 officers, 27 staff NCOs and 231 men. The administration building is three stories high. Offices are located on the main deck, living quarters on the upper two flights. The mess hall, theater, exchange, baseball field and commissary are all near at hand.

Like most commands at the Fleet Activity, the Barracks has its own fish ponds, flower gardens, rose and cherry trees. Built by the Japanese during World War II, the building and grounds are kept in A-1 shape by civilian workers. A surprise inspection would seldom find anything amiss.

The tasks and functions of the Marine Barracks are to provide a security guard for the perimeter of the U.S. Fleet Activities at Yokosuka; to provide security guards to the Commander, Naval Forces, Japan; to provide supervisory control of the Japanese civilian guard force assigned for U.S. Fleet Activities and the outlying posts; and to provide a guard force for, and operate, the Naval brig.

There are five sections; headquarters, guard, brig, property control and provost marshal. The guard section is the largest and is primarily concerned with guarding the Naval base. The PM section provides the investigators and shore patrol for the Naval zone of about 65 miles and Yokosuka city. They also handle traffic investigation, the pass office, work with the downtown police force and have a hand in quelling black market activities.

TURN PAGE



When the evening whistle sounded, many thousand Japanese workers, employed by Fleet Activities,

rushed for their homes. A bicycle comprises the major means of transportation for most laborers

YOKOSUKA (cont.)

Establishment of the Marine Barracks dates back to May 1, 1947, when Lieutenant Colonel B. A. Hockmuth was assigned as commanding officer. Present CO is Colonel William K. Davenport. Exec is Lieutenant Colonel David H. Simmons. He arrived last August, replacing Lieutenant Colonel William E. Baugh, who was transferred to new duties at the Amphibious Force, Pacific Fleet, San Diego, after two years in the Far East. Captain Jackson V. Grace is adjutant. He was administrative aid to the CMC for one year, prior to assuming his present duties in Japan.

Col Davenport is the senior Marine security officer in Japan and a Naval Academy graduate, class of 1936. He wears two Bronze Star medals, one for Iwo Jima, the second for Korea. The colonel was assigned his present duties in August, 1958, from Camp Lejeune where he served as Base G-3 officer. In addition to his regular assignment as Marine Barracks CO, Col Davenport has the added responsibility as Force Marine Officer on the staff of the Commander, Naval Forces, Japan; and Fleetside Ground Defense Officer.

Other Barracks officers include Major Stanley E. Kramek, Captains Edwin F. Kelley, Hubert E. Miller, Brooke F. Read, Jr., First Lieutenants George J. Bollard, John D. Brandenhorst, Jr., Richard W. Hanneman, Benjamin E. Macha, Jerome P. Trehy and Norman H. Vreeland.

Sergeant Major John M. Emigh, the Barrack's sergeant major, is the senior



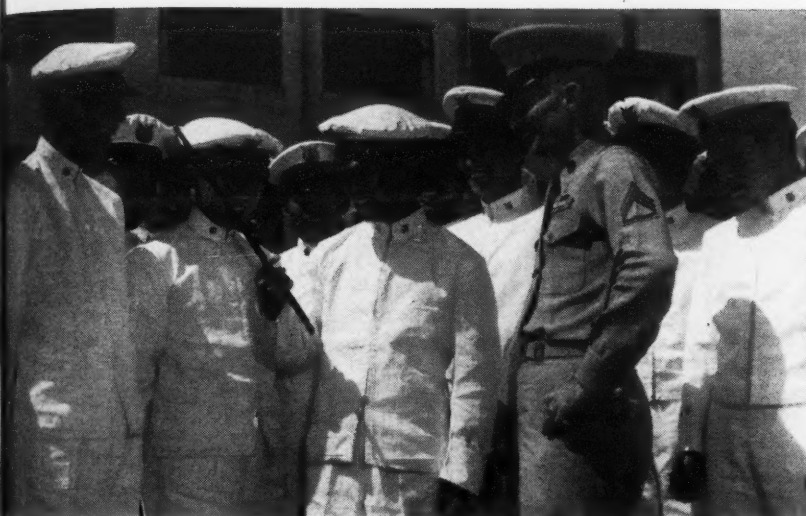
Family-style serving, plus Japanese waitresses, added a little variety for Marine Barracks personnel who chow-down at a Navy mess hall

enlisted Marine at Yokosuka. He's been in the Far East for the past two years and bellowed at first meeting, "I'm going to stay in this Corps a full 30 years before I retire." He enlisted in 1936 and has visited practically every corner of the world.

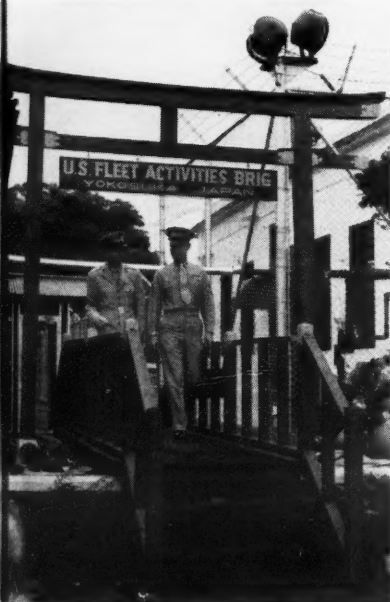
His immediate heads of sections are 1stSgt William H. Bean, personnel sergeant major; 1stSgt Joseph J. Gibbs, training and operations chief; AMSgt Rolland A. Verkennis, provost sergeant; AMSgt Ernest DiRienzo, supply chief;

AMSgt James E. Dutton, legal chief; AMSgt John C. Nelson, guard chief; AGySgt Park Handshoe, brig warden; and ASSgt Henry W. Curtis, disbursing.

The mission of the Marine Barracks is the broad task of providing security to the Fleet Activities. This security covers the main part of Fleet "Acts" located at Yokosuka and at five outlying installations at Kurihama, Taura, Kinugasa, Azuma Island and Admiralty Heights. At least 573 persons are involved in physical security and police



ASSgt Leland C. Dye, Jr., a part-time instructor at the Japanese Maritime School, described his swagger stick to a group of students



Oriental culture is reflected at the entrance of Japan's largest (80-man capacity) military brig

The Marine guard of the day man 10 fixed posts, three roving and five outposts. The main gate is possibly the most exacting and critical. Here, a sergeant in charge and three sentries are on watch 'round the clock.

Said ASgt Thomas J. L. G. Guerrero, "About 125 vehicles pass through the main gate every half hour. Each vehicle and its occupants are screened. During rush hours, that figure could be multiplied by six."

Sentries spot check all vehicles for possible black market merchandise. Items sought are cigarettes, gum, candy, coffee, sugar or other items purchased at the Ship's Store. A departing serviceman can carry two packs of smokes, a bar of candy and package of gum. Individuals hoarding more than the maximum are detained.

This main gate is large, picturesque and as universal as any to be found in the world. Just inside, the Stars and Stripes fly side-by-side with the Japanese and United Nations flags. Outside can be seen a multitude of Japanese signs, poor roads, oxcarts, bicycles and honey carts, in contrast to green lawns, trees and gardens on-station. Nearby, the battleship, *Misaka*, flagship of the Imperial Navy in the Russo-Japanese war of 1905 lies at Kikasa Koen (Park). It is permanently berthed here in honored retirement, and is the center of a small park and museum. It has no armament now, but, when new, was probably the mightiest ship afloat.

The guard section is headed by Capt Read. His right hand men are AGysgt Jean M. LaPlace and ASSgt Leo G. Manley, 1st Platoon; AGysgt "L" "C" Johnson and SSgt Robert Y. Goodwin,

2d Platoon. The guard stands watches on a day-on, day-off, weekend-on, weekend-off, basis. The on-duty platoon takes over at the 0800 guard mount formation in front of the Marine Barracks each morning. A formal guard mount is held once a week; a Sunset Parade, in dress blues twice a month. Since last March, when the allowance went into effect, dress blues have been required by all. In addition, staff NCOs are issued swords as individual equipment.

"One unique arrangement in the guard," Capt Read said, "is that it is broken into squads and fire teams of equal size. They are billeted, train and perform guard duty as squads preserving the basic Marine Corps squad structure. The number of posts made this possible," he added.

"The training responsibility, physical fitness program, daily work and everything else, rest firmly on the shoulders of the fire team leaders, squad leaders and platoon sergeants," he continued. Squad leaders assign men to posts, knowing their weaknesses and strong points."

Roving patrols are radio equipped and operate only internally; each unit has a Marine sentry and FACP in the cab. Not only do they cover every inch of the base, but they assist during morning and evening rush hours with traffic control.

For the off-duty guard, it's school and physical fitness. They also have a chance to participate in the station's intramural program. "Approximately 80 percent of the command enters some form of sports," Capt Grace said. The Barracks is proud of having won the coveted Commander's Trophy three times in the last four years. The Marines were in competition with about 20 other Navy departments. Events included almost every form of sports.

While the guard section is primarily concerned with the Naval base, the Provost Marshal section provides the necessary personnel for the Naval zone of about 65 miles and Yokosuka city.

1stLt Macha, assistant PMO, explained, "The Registration Department, ASSgt Kenneth R. Clark in charge, is about the busiest of the four departments. They handle dependent ID cards, vehicle registrations, lost and founds, registration of weapons, etc." The other departments are traffic investigation, the checking station (checking Japanese vehicles on and off the base), and the pass office (issuing passes to Japanese workers and visitors).

Property Control, headed by Capt Miller, has the supply, maintenance, armory and motor transport departments all together in one location. More than 350 Japanese employees come under his direct supervision. They

TURN PAGE

YOKOSUKA (cont.)

are employed as secretaries, clothing clerks, carpenters, upholsterers, sign painters, electricians, stone masons, plumbers, car washers, gardeners, etc. He's also responsible for all hiring and firing, plus the screening of application forms of new applicants. All workers are given a security check which reaches back several generations.

"The average Japanese salary here is about \$77 a month," AMSgt Di-Rienzo said. "However, in comparison to an American wage, they have about the same buying power." He went on, "The work they do is very good. It takes them more time to think things out, but when the finished product is turned in, it's usually perfect. The carpenters, for example, can duplicate almost anything in wood."

"It could only happen in Japan," 1stSgt Gibbs said, referring to the exact way the Japanese carry out instructions. "Look," he exclaimed, "it's pouring down rain and those workers are washing down a car."

The drill team, the Barracks mascot "Earthquake" and the drum and bugle corps are the pride of the Yokosuka Marines. The former is headed by 1stLt Bollard and ASgt Davidson. This 24-man group, all volunteers, has been used frequently throughout the island of Honshu for special affairs, ceremonies and the like. "Earthquake," who has been around since May, 1935, has his own trophy case in the administration building. His awards



Narrow streets, small shops, kimono-clad women and clopping getas all blend to offer the foreign shopper a typical Japanese street scene

number in the dozens, many of Japanese origin.

A pistol range is located on station. However, the rifle range is situated at old Camp McGill, the former headquarters of the Third Marine Division. It's about 10 miles from Yokosuka and this 25-target range is open between May and December. Presently, an A-course is under construction. Until this year, Marines fired only the B-course. Almost 2500 Marines fired this range last year, including men from the Wing, ships' detachments and other elements.

Because the station has no land areas big enough to accommodate anything larger than squad tactics, cold weather training and field exercises with helicopters are scheduled each year in the Mt. Fugi area. "It gives the Marines an opportunity to get out and away from the Barracks for four or five days each year," Col Davenport said.

"It's a rare case when an individual doesn't reenlist or extend in Japan," 1stSgt Bean said. "Our reenlistment rate here is as high or higher than any other post in the world. This applies not only to single men, but married men as well."

Bean, the first Marine to land in Yokosuka in August 1945, with the Fourth Marines, recalled that Fleet Activities was then a Japanese Naval Base. "Sailors and soldiers just stood around with rifles, not fully realizing that the war was over. The Marine Barracks building, untouched by war, was readied by the Japanese with new

bunks, blankets, etc."

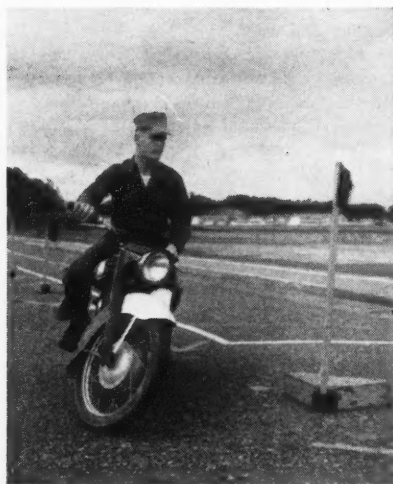
Reasons for the high reenlistment rate are: no mess duty, practically no policing details and the Barrack's boysans. The Marines also have their own pressing and dry cleaning section, as well as a three-chair barker shop right in the Barracks. All costs were found to be a fraction of Stateside prices.

In the mess hall, everyone is served family style. Japanese waiters and waitresses watch over every need. Piped-in music adds to the enjoyment of the meal.

The Barracks boysans work daily at household chores from 6:30 a.m. until 3 p.m. After three, they are utilized as house boys to shine shoes, press uniforms, etc. One laborer takes care of from five to six Marines. Each Marine pays about \$3 (1000 yen) every payday for this service which includes the shining of three pairs of shoes and the pressing of a uniform daily. In charge of the 24 Barracks boysans and ground keepers is ASgt George T. Nakagawa, the Barracks police sergeant. He's a Japanese-American, born in Hawaii.

The only dissenting voice was heard about liberty hours. A midnight curfew, "Cinderella liberty" as it is called, applies to all but married personnel and staff NCOs. Special overnight and weekend passes, however, are granted in large numbers.

Yen, 360 to the dollar, is the basic unit of currency in Japan. Military payment certificates (MPC) or script as it is called, is used for payment in lieu of the "greenback." Even nickels are



PFC Donald J. Ruzbasan took a test for his Japanese license. The exam was given at the base



Kamakura's Great Buddha is one of the most frequented tourist spots in Japan



Shensin Orphanage has been "adopted" by personnel of the Marine Barracks. Periodic monetary gifts aid the home

printed on this "play money," but pennies are useable, retaining the familiar jingle in a pocket.

Locally, the Officer's Club, EM Club, P.O. Club, disbursing office and the Chase Manhattan Bank are available for sales of Japanese currency. The bank also provides facilities for both MPC and Yen checking accounts. All newcomers are warned that U.S. currency must be converted into MPC or Yen within 24 hours after arrival in Japan.

Heading Marine disbursing matters is ASSgt Curtis. His one-man shop handles more than 550 accounts, plus about 100 transients each payday (the 1st and 16th of each month). His accounts include the Barracks, the Naval Hospital, FMF Pacific Headquarters in Tokyo, the Postal Detachment and Marines stationed in Yokohama. Everyone is paid in MPC.

Government quarters at Yokosuka and Yokohama are considered good, but critical. A new arrival is immediately placed on the housing list. Private rental or "rice paddy housing," is the only answer.

Cautioned SgtMaj Emigh, "When considering concurrent travel with dependents to Japan, remember that living standards are definitely far below U.S. standards. Private rentals are expensive, utilities, particularly electricity, are high. It is strongly recommended that personnel report to their duty station and personally view the situation prior to bringing dependents out, particularly during the Winter months."

Both dependents and Civil Service personnel must obtain passports prior to travel to Japan. Also the following immunizations are required for the Far East area: cholera, typhus, typhoid, tetanus, smallpox and polio.

Off the reservation, Marines and their families run a few perils caused by low standards of sanitation. In addition, the climate and atmospheric pollution may have an adverse effect upon those susceptible to respiratory ailments.

"Every newcomer is met on arrival in Japan by a sponsor," SgtMaj Emigh said. "It doesn't end with a handshake and help through customs," he added. "The assigned sponsor normally is available for about five days or until the newly arrived individual (or family) gets his feet on the ground. This includes making arrangements for a private rental in advance if desired."

Quarters are assigned by a "point system" computed from last departure from the continental limits of the U.S. A person coming straight from "shore duty" can anticipate a waiting period of about nine months or more for government housing.

In most cases, the new arrival will find it necessary to utilize approved hotels until arrangements can be made to obtain an approved private rental. This will take no more than two weeks. Average room rent for hotels within reasonable commuting distance is \$6 to \$12 a day. Meals at the hotels range from \$3 to \$6 per day per person. A temporary lodging allowance (TLA) of \$12 a day, but not to exceed 60 days, will cover most expenses. Families will

find meals on-station far more reasonable.

Life on-base is comparable to life on any base in the U.S. Off-base it is an unforgettable experience which will enable one to gain a much greater knowledge of the Japanese people and their interesting customs. About the only thing a newcomer will miss will be the corner drug store.

One very noticeable habit picked up by the Marines in Japan was the constant use of pidgin English. Even the newcomer found himself using it without realizing he was so doing. On the beach, pidgin English is a necessity in conversation with the Japanese. It has found its way back on-station and everyone uses it to some degree. Said 1stSgt Bean, "Sometimes it's almost necessary to sink before you speako."

The commonly cited "language barrier" actually is not very formidable. Not because Japanese is easy to learn, but because almost all Japanese know at least a few words of English. Since the end of WWII, English has been a compulsory subject in public schools. It is the commercial language of Japan.

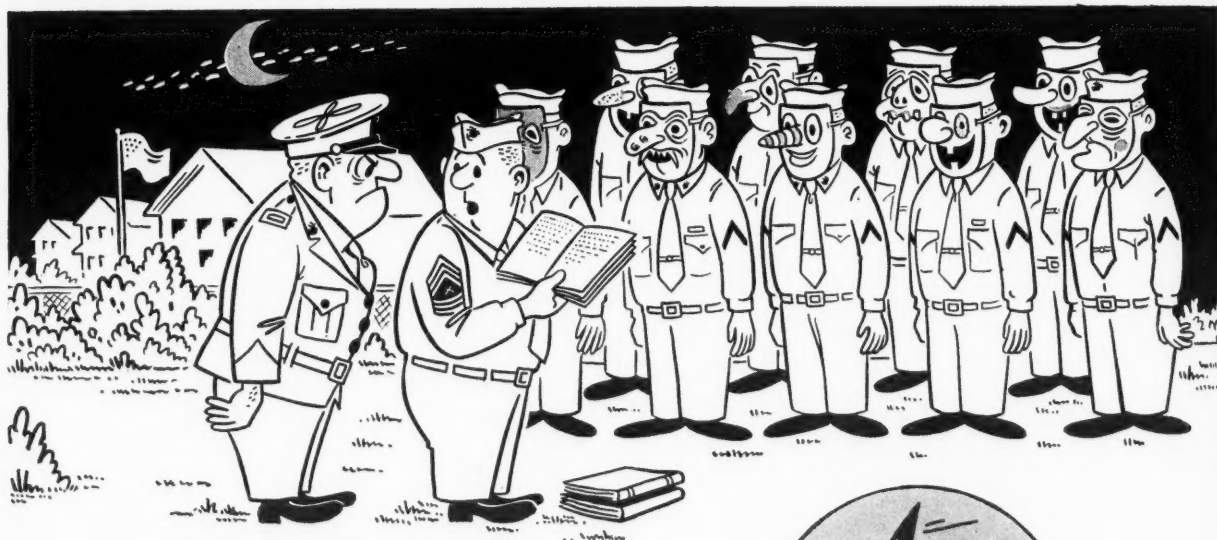
The only alternative to the long waiting period for government quarters is to rent a house. Approved private rentals are those units inspected and approved by the cognizant Area Housing Commander as meeting the minimum standards of construction safety, health (i. e., proper screens, drinking water, sewage facilities, etc.). In comparison with the U.S., these units are substandard in (continued on page 79)

BY PATRICK-

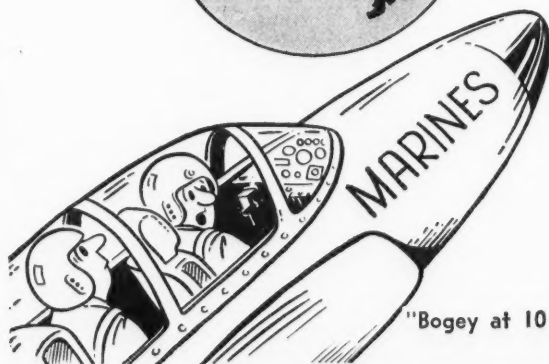
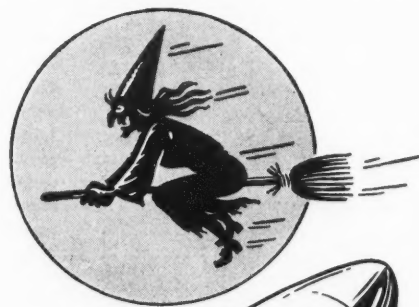
Leatherneck LAFFS



"I want a mask like he's got on!"



"The Landing Force Manual doesn't seem to cover it either!"

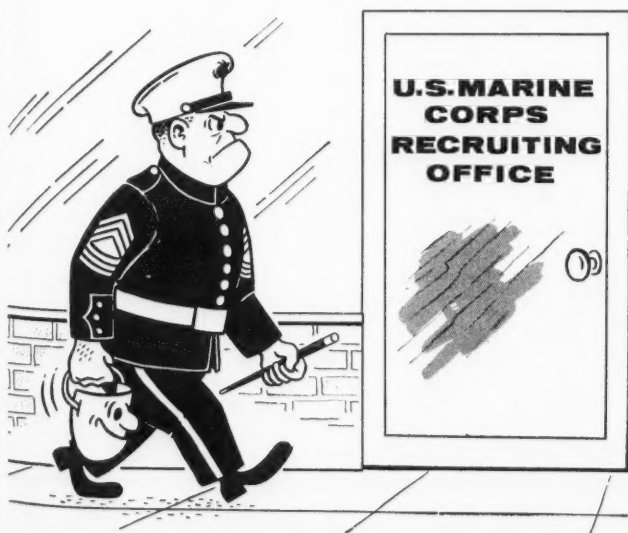


"Bogey at 10 o'clock!"

CO. B MESS HALL



"Keep your eyes open for Shorty, he's a clever one!"





NAILIVIC

**More than 2000 Marine Corps Reservists took part
in Camp Lejeune's "largest ever" air-ground exercise**

THE situation for Operation Nailivic had its mythical beginning when Western Europe and Eastern United States were bombed by an "enemy" nation. With casualties in the millions, and one truce talk already unsuccessfully concluded, United States forces began invading our East coast to counterattack the aggressors, who were well established along the Atlantic seaboard.

In the North Carolina area, the Second Marine Air Group Task Force drew the assignment of dispersing amphibious forces at embarkation points, one of which was the Onslow Beach-Bogue section. Their objective: to seize the aggressor missile launching sites and installations west of Onslow Beach, and, at the Bogue airfield, to establish lodgement, then stand by for operations as directed.

Answering the challenge of this mission, the Fortieth Marines (Reinforced), supported by the Marine Air Reserve Group 25, the Organized Marine Corps Reservists realistically executed Operation Nailivic at Camp Lejeune, involving

2000 officers and enlisted on annual Summer field training. Nailivic (civilian spelled backward) was the largest air-ground exercise ever to be held at Lejeune.

Planning for the maneuver began in December, 1958, and under the auspices of the 4th Staff Group of Philadelphia, commanded by Colonel Philip L. Mossburg, Jr., the Reserve exercise took shape on the drawing boards. The top job of Group Commander, Northern Landing Group (Fortieth Marines), went to Col Mossburg. Lieutenant Colonel John McCalla, commanding Marine Air Reserve Group 25, Willow Grove, Pa., was assigned the task of air support opera-

tions, which were coordinated by the Marine Air Reserve Training Command, Glenview, Ill., commanded by Brigadier General Frederick E. Leek. Brigadier General Sidney S. Wade, Commanding General, Marine Corps Base, Camp Lejeune, took up the overall command of the Reserve Air-Ground Exercise 1-59 at Lejeune.

Checking in for the maneuver, ground and air reserve units converged upon Camp Lejeune and the Marine Corps Air Station, Cherry Point, from eight states. Pennsylvania was represented by the 5th 105-mm. Howitzer Battery, Reading; and the 6th Truck Company, Scranton. New York Reservists were the 1st Infantry Battalion, Garden City; the 2d Tank Battalion, Syracuse; and the 1st Communication Support Battalion, Ft. Schuyler. Georgia sent the 5th Rifle Company, Savannah; and VMA (Marine Attack Squadron) 351, Atlanta. From Ohio came the 74th Infantry Company, Mansfield; and the 4th Communication Company, Cincinnati.

Midwest units reported from VMA-

by AMSgt Thomas A. Blair

543., Glenview, Ill.; and VMA-222, Grosse Ile, Mich. Two Jacksonville, Fla., Reserve groups were the 2d Amphibian Tractor Company; and VMA-144. MACS-21 and VMA-217 showed up from South Weymouth, Mass.

Along with the 4th Staff Group and MARG-25, these Marines Reservists made up the Northern Landing Group, incorporated into the Fortieth Marines (Reinforced).

The Aggressor Forces for Nailivic was the 53d Infantry Company, Charleston, S. C., commanded by Captain Harold H. Norvell, and supported by the Lejeune-based 2d Provisional Marine Aggressor Company, Force Troops.

With the two forces established, there remained only a mediator in the form of the Umpire Control Group, provided by the Reserve Liaison Unit at Lejeune. This unit, too, was comprised of Reserve officers and enlisted, as well as Inspector-Instructors all under the su-

pervision of a special projects officer, Major H. E. Jacobs. From its original concept, and throughout its execution, Operation Nailivic proved itself a Reserve show, stressing again the civilian Marine's capability as a force-in-readiness.

Calling upon the resources of infantry, artillery, communications, air divisions, intelligence, tanks, amphibious vehicles, and all the supporting arms and men that go into a large scale operation, Nailivic got off to a good start.

It was a hot day, and the humidity spread across the boondocks and among the surrounding swamps and waterways that snake through the Lejeune area. The initial armored spearhead began as the M-48s of the 2d Tank Battalion, followed by the 1st Infantry Battalion, roared across the pine-dotted sand flats and swung into the aggressor-packed forests. Their immediate goal was the shores of the New River, directly west.

Close at their heels, vehicles of the 2d Amphibian Tractor Company disgorged more invaders, who opened fire as directed by aerial observation planes, working with forward air control points in radio jeeps nearby.

Fire from both sides was intensive, and only when the advancing forces brought up additional weapons did the aggressors send up a smoke screen for withdrawal. Moving farther inland, the friendly troops were halted in their tracks by a road block of deep holes and tree stumps. Land mines were everywhere.

ASgt Harold Weir, a five-year Reservists of the 1st Infantry Battalion, agreed that this first road obstacle was a good problem for his men. "In fact," said the veteran of Korea, "just getting these men into the field is the best thing in the world for them. It's here, not at home, that their discipline is at its best. They like being on the move, and having an aggressor to attack."

To the south another element of the invaders, the 74th Infantry Company, was also advancing. Their first objective was a helicopter landing zone adjacent to the shores of New River. As they overran a road block and parried with enemy tanks, the aggressors suddenly pulled an ambush. It took supporting fire in the form of more tanks and bazookas, brought up quickly from behind, to beat back the adversaries.

The late afternoon sun of the first day found both columns digging in for possible night attacks. As he organized his anti-tank assault team for the hours of darkness, ACpl Thomas Lumpkin, of the 1st Infantry Battalion, expressed his opinion of the operation so far. "I know I'm so far down the line that I don't get the big picture, but from my position I've seen some beautiful teamwork today." Wiping the sweat from his brow, he admitted, "Sure, it's hot,

TURN PAGE



Photo by ACpl C. L. Boyd
Reservists from the 1st Inf. Bn., Garden City, N. Y., got "battle" directions from an umpire (left)



Photo by ACpl C. L. Boyd
An observation plane (in circle) radioed the location of "enemy" emplacements to ground troops



Photo by ASgt S. E. R.
Col J. L. Mossburg, Jr., CO
(left) studied the invaders' gains
with LtCol G. L. Wharton, Enr

NAILIVIC (cont.)

and the walking and the carrying of this bazooka is real work. But the worst of all is the bugs. Man, they just won't let you alone!"

Another harassing item for the invaders was the propaganda speeches, squawked over the perimeter through the aggressors' bull horn. "Your commander has surrendered," it boasted. "Your cause is lost. We do not want you to die. We gain nothing in killing you. You are the only ones in America who have not given up. Come over to us now. We will send you for a long rest at one of our most exclusive country clubs."

Both forces listened to the night noises; the rifles being fired, the sound banks of TNT rocking the dark woods in simulated shell explosions, buddies yelling at friends close by, the slapping of mosquitoes. Mixed with the urge to sleep was the expectation of ambush. Many who had waited until now, opened their cans of C rations for a late meal.

Photo by ACpl C. L. Bond

Retreating aggressors left trails of mines, excavations and logs to harass the advancing invaders

During the first night many aggressors were taken prisoners. Advancing to the edge of the perimeter to draw fire, or infiltrating invader territory, our forces routed them beyond their safety zone and brought them in.

With nearly 1000 Reserve officers and enlisted men comprising seven Reserve air units, Operation Nailivic presented

a unique opportunity for the pilots, ground controllers and plane crews to fuse their capabilities with the ground reservists for a full-scale maneuver.

With forward air control points, "Plutocrat" and "Bedpost," sending out the location of troops and vehicles on the ground, the friendly F9F jets "Cougars" and AD5 prop-driven "Sky-raiders" zoomed in from the Marine Corps Air Station, Cherry Point, for the much-needed close air support as well as high altitude flights maintaining air supremacy over the entire battle area from sunrise to sunset.

As they remained aloft in relays for an hour at a time, between orbit points coded as "Martini," "Manhattan," "Brandy," and "Stinger," the umpires on the deck could determine the effectiveness of our air patrols against the aggressor air attacks, flying in for the kill from 150 miles distant.

With 80 hours of close air support during the three-day exercise, and 72 hours of combat air patrolling to their credit, the Air Reserve squadrons were completely successful in combining their fast-moving muscle power with the all-important mission of the helicopter.

Operating out of the Marine Corps Air Facility, New River, the whirlybirds of Marine Air Group 26 not only transferred invading forces from one





Grim of face and purpose, "invaders" from the 1st Infantry Battalion, of Garden City, N. Y., unloaded

from an amphibian tractor (2d Amphibian Tractor Co., of Jacksonville, Fla.) and launched an attack

Photo by ASgt S. E. Bolf

point to another, but delivered vital supplies on the spot almost at the moment of necessity.

Major John Betts, Air Intelligence Officer of MARG-25, praised Operation Nailivic. "It gives our pilots and ground controllers a splendid chance to work together, to understand each other's mission. It takes an exercise such as this to establish coordination in the performance of our individual assignments."

Sunrise of the second day found some of the northern aggressor line in flight. After setting up more road blocks and burying additional land mines in the mushy landscape, they began a hasty withdrawal. Behind clouds of dense smoke many of them hopped aboard trucks for a retreat inland. For delayed action of the invaders, they put out rear guards.

Aggressors of the southern column had similar plans. Moving back to their escape area, their tanks and men played a hide-and-seek game. While their foot troops concealed themselves, aggressor vehicles rumbled to rear positions. Then, as invading forces approached the vacated area, aggressors suddenly emerged to pour maximum fire power.

Throughout the day it was a matter of delayed action on the part of the enemy, who were now almost completely sewed up. As night approached they found themselves surrounded on three sides, with their backs to the mile-wide New River.

The 1st Infantry Battalion was the first to be heli-lifted. LVTs aided the helicopters in carrying the rest of the Northern Landing Group across the muddy stream, depositing them close to the simulated missile launching sites to

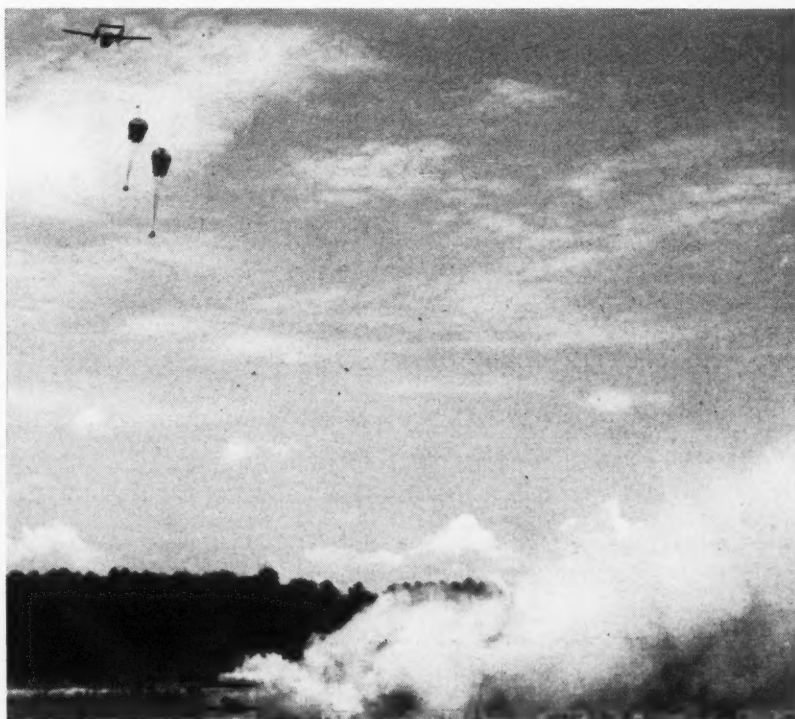
the west. Reaching the area of their final assault, by air and by LVTs, our forces encountered enemy resistance that nearly equalled the fight of the first two days.

But, of course, we won. From the air we received supplies, dropped by parachute from R4Qs, and by 1230, just less

than 48 hours after the first shot had been fired, the whole thing was over.

Setting up one last smoke screen, the aggressors boarded trucks and disappeared from sight. With smiles of victory, and the wonderful thought that all was secure, the invaders happily dropped to the ground in relaxation.

END



Invading personnel sent up smoke signals to mark the spot for supply drops. An R4Q made sure that appropriate items were delivered

Photo by ACpl C. L. Boyd

BLACKIE WAS A BIRD DOG

When hunting pheasant, the little retriever never knew when to quit

by Fred Stolley

THE BRITISH make a fine distinction between the words "hunting" and "shooting." Hunting, to them, is riding to the hounds, while shooting is exactly that—you get out and shoot some game.

Our forays that autumn fell strictly into the hunting class . . . We hunted and hunted, but found nothing to shoot. However, we had left our mark on the Eastern Shore of Maryland. Along the beautiful Sasafrass River, in the lodges of the Transquaking Hunting Club on Fishing Bay and in the hostels surrounding the Elmer Price farm at Stillpond our name was legion.

After a two-day session in the goose pits—bluebird weather with geese flying so high you couldn't knock them down with a 90 millimeter—we were checking out with the groggy proprietor of the Kitty Knight House and "mine host's" wife stood by, watching anxiously.

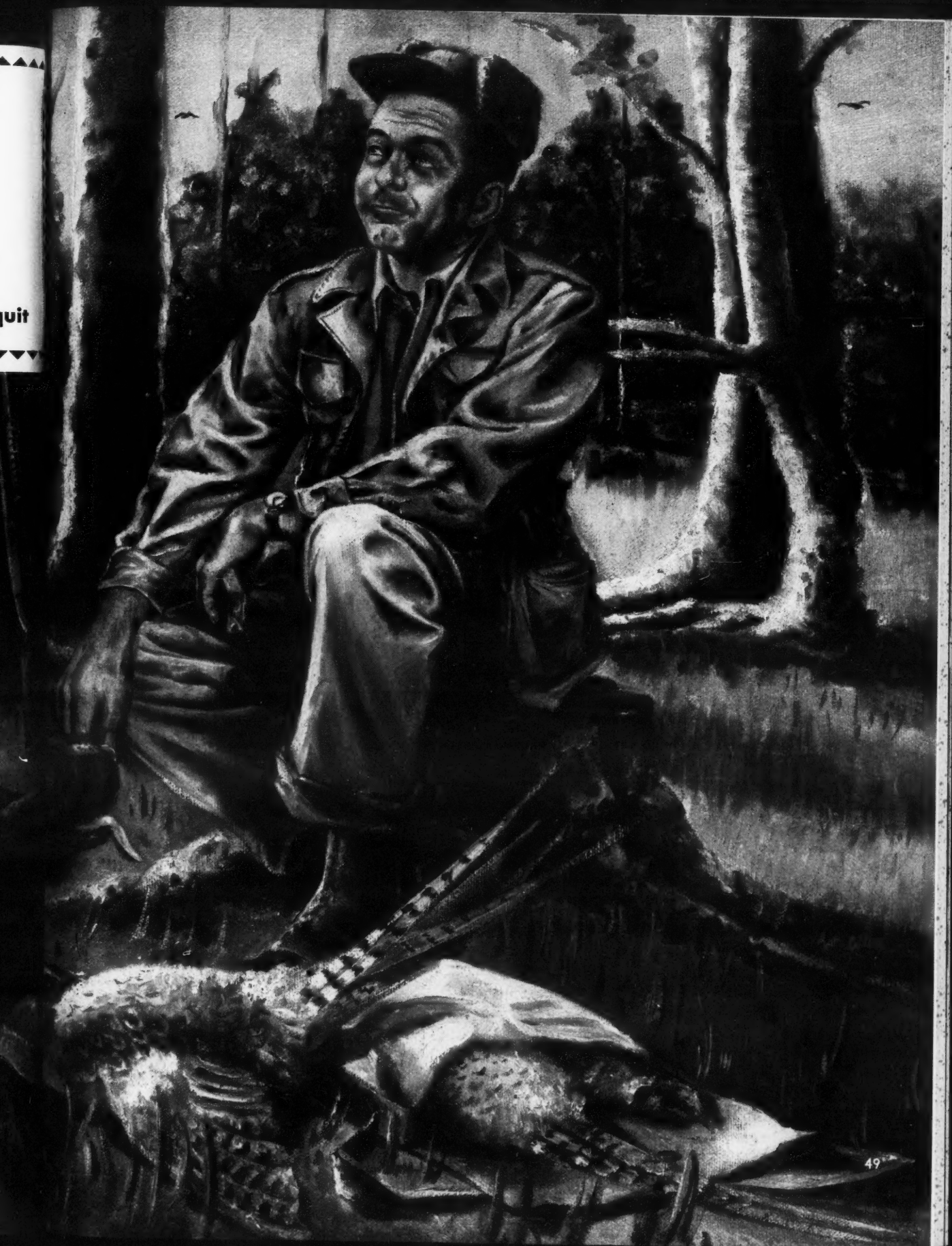
The poor man hadn't had any sleep for three nights and his eyes, sunk back into folds of flesh, had the look of fresh-fried pullet eggs. The night we arrived we kept him up catering to our needs until 4 a.m. when it was time to shift into hunting clothes and leave for the goose pits.

Once in the pits we'd put one man on watch for the geese and the rest of us would go to sleep. About 11 a.m. we would repair to the hotel, shout for the innkeeper to open the bar, eat, and drink beer until about 2 p.m. and then get back to the pits to watch for the evening flight. After a few more hours' sleep we'd go back to the hotel and,

48 (Text continued on page 50)



quit



BLACKIE (cont.)

after a shave and a bath, we were ready to make a night of it again.

The exhausted innkeeper at the check-out desk had dropped his pen twice when his wife spoke to me.

"You folks plan to come back next year?"

"Why, yes," I said. "We didn't have much luck shooting but we enjoyed the hotel. You can count on us being back."

"Well," she said absently, "I guess it don't make much difference. We were thinking of selling the place anyway."

All of this jolly boy stuff didn't put any meat in the deep-freeze and our wives were giving us the distended nostrils with a jaundiced eye for desert when we came back from these unsuccessful safaris.

Finally my frau got her hackles up.

"That's all, Buster," she growled. "I don't mind you getting away from a hot typewriter now and then for a breath of fresh air if you bring home some game. But *this* game you've been playing hasn't produced anything we can serve our guests. And with the money you've spent we could have bought half interest in Victor Borge's Rock Cornish Game Hen Farm."

So I lay dormant for the rest of the Winter reading magazines to get material for the hunting and fishing column I was supposed to be writing for our local weekly newspaper.

Then, one day in February, John Ferguson called.

"Got a good deal lined up . . . game farm near Gettysburg. It's really closed for the season for all practical purposes, but if I get eight people lined up he'll let us hunt the place. Got myself and six others . . . how about it?"

"I don't know," I hedged. "My bride has published an edict . . ."

"Aw come on," he urged. "I told these guys you were a sports columnist and they're anxious to meet you."

That did it . . . he had fed my ego.

"I'll go," I said firmly. Then, after the first surge of enthusiasm, I slowed down a bit. "What's it going to cost?"

"Only 20 bucks, plus three dollars and 10 cents for a license . . . and they guarantee you four birds . . ."

My wife came up with woman-type arguments such as how many people they could feed on \$23.10 a month when she was a girl . . . but with cold logic I pointed out that we were guaranteed four birds, no matter what. That clinched it . . . she loves pheasant.

Plans were to spend the night at John's house in Baltimore and make it to the game farm early next morning. We are a sentimental family so after

the usual tenderness that went on before the one-night separation, I dried her tears and got down to the finance problem.

"You know, dear, I'll need a little 'scratch' so I can make the trip."

She went over and unlocked her strong box and counted out \$23.10 . . . to the penny.

I screamed like a wounded python.

"I got a position I gotta maintain . . . how'm I gonna eat breakfast tomorrow morning and lunch tomorrow noon?"

She swung open the reefer door and came up with a six-pack and a brown paper bag.

"When you're out hunting, you ALWAYS drink beer for breakfast. In the paper sack are some pretzels and four sandwiches. You got a gasoline credit card and you're gonna be home tomorrow night for hog call . . . get lost Buster, before I tear up your liberty card!"

I rode down the highway with my feathers ruffled a bit but comforted by the fact that I had stashed away in my wallet a double sawbuck that I got for writing an article on bird watching.

She was right, of course. That night I met the other members of the party and after drinking a few stirrup cups and telling each other a lot of lies we finally hit the rack about 2 a.m. Bacon frying some three hours later did nothing for me so I told the crew I'd wait at the car for them. Crisp February air brought me wide awake and in short order I had snagged a beer out of the trunk of the car and unglued my throat.

My appetite came back on the way to the farm and I managed to wolf down a pastrami sandwich. So, when we pulled into the game farm I was still red-eyed but bushy-tailed as a domesticated homo-sapiens can get.

First we passed the dog pens.

"Wow," said John, "... look at those Wiemerarners!"

A "Gildersleeve-type" character took our vital statistics and wrote out our licenses but waved off my proffer to pay.

"We will assess you," he baritoneed, "when you check out."

"Kowabunga," I muttered. "I thought the set fee was \$23.10."

"It is, sir," he intoned as though the matter were as painful as talking to the wife of the deceased about the price of the coffin. "Base price covers the license and your first four birds . . . anything over four we charge extra—five dollars for cocks and three dollars for hens."

"Don't worry about ME," I said confidently. "I'll shoot my four and Q-U-I-T!"

"We'll see," he smiled. "Sometimes the gentlemen's enthusiasm runs away

with them."

We mustered then in the yard, and one of the hired hands briefed us.

"Spread out in a line," he instructed, "and move through the brush in that valley down below. You should be kickin' up birds every few yards . . . Oh," he added, "here's your dog."

I had noticed a little black hound tail-wagging around the place when we drove up and had assumed she was a household pet of the owner. This was the "bird dog" he pointed out to us. I didn't like it for a \$23.10 treatment.

"That one?" I queried. "She looks like a stunted Labrador Retriever . . ."

"That's what she is!"

"A retriever for a bird dog! What about those Weimerarners, Llewellyns and the others you got there?"

"They won't work without their handlers . . . we can't spare one today . . . best you take the black one."

I glowered at Blackie as I led the way down the hill and, taking the hint, she fell in last in line.

Down at the bottom, some character who had advanced to the equivalent of bird colonel rank in private industry, took charge.

"Chipmunk," he commanded, "you take the right flank, I'll take the left flank and we'll sweep through this bottom land and flush out the enemy!"

I had more respect for the dog at this point. She knew a bird when she saw one . . . she stayed right at the "colonel's" heels.

Out on the far flank, I moved with the group through the scrub pine and hemlock in the bottom land and every 10 yards I heard a shot but not a bird did I see. Finally we broke out into a clearing and took stock. No one had bagged a bird!

The skirmish line moved forward while I sat on a stump in the clearing and reasoned things out.

"Plenty birds in there . . . let 'em settle for a while and walk back through . . . bound to bag a couple . . ."

About that time I felt a cold nose in my trailing hand and there was Blackie . . . her tongue was hanging out, she looked disgusted, and she, too, had deserted the skirmish line. Then I saw a cock pheasant walking through a corner of the woods I was facing.

"Some bird dog," I ranted at Blackie as I pointed out the pheasant . . . "If you were worth your salt YOU would be pointing out the birds to ME!"

She was off in a flash. She ran the bird for a bit and then turned it like a Border Collie hearing sheep on the lea. About 200 yards from me Blackie gave a sudden lunge and a sharp bark and the pheasant took to the air. It flew directly over me and I dispatched him with one shot from the stump.

Blackie immediately fetched the



bird, dropped him at my feet and sat there, tongue lolling, looking at me happily.

"Well," I said patting her, "Perhaps you ARE a bird dog."

Thereupon I reached into the canvas creel I always carry on hunting trips and fed her a pastrami sandwich.

She licked her chops and wagged her tail and moved off a few paces, urging me down the open field.

"Ye dum scut," I growled, "the birds are in the wood . . . come along now!"

But she would have none of my guidance so I followed her down the field. She nosed into a clump of grass and I was about to boot her in the rear when two pheasants burst out of the clump. It would have taken only a fair shot to get them both, but being surprised, and with a delayed reaction, I dropped the first but missed the second as he flew around a patch of woods. Blackie fetched the one I had dropped and, just as I was about to reward her with another pastrami sandwich, she took off. I hollered after her, but happy now with half my limit, I sat down on another stump to admire the two beautiful cock pheasants.

It wasn't long until Blackie trotted up with another pheasant in her mouth. It was still alive. I thought I might have crippled it when I took the fleeting shot as it went around the trees but looking it over, I found no shot marks.

Setting it down, I watched as it shook its head and then staggered off toward the boonies. Blackie watched incredulously for a moment and then

sprang forward. I caught her by the collar, fed her half a sandwich by way of compensation, and gave her a lecture on good sportsmanship.

But it was to no avail. Shortly after, Blackie roused up two more. One flew left; one flew right; and I fired two clean misses between them.

I was still cussing myself out for the miss and reloading when Blackie trotted up with a bird in her mouth. I chewed her out as I took the live bird from her.

"Let me knock 'em down, will you? I can shoot, really I can . . . I'm just a little rusty . . ."

Blackie just shook her head and growled as the pheasant staggered around in circles like a fighter who'd been hit with a good left hook to the solar plexus. I examined it and regretfully wrung its neck when I found it had a broken wing.

Just then I heard a whirring of wings and another bird flew over. I grabbed my 12 gauge, swung with the bird and pulled the trigger . . . nothing happened . . . I had snapped on an empty chamber. But reflex set in and I pumped the gun and fired a shot. The bird was far out of range.

"Don't look so disgusted," I told Blackie bitterly. "You're supposed to be a pro . . . used to lousy shooters like me."

She wasn't comforted. She shook her head and took off over the field.

"The hell with this," I told myself. "I'm not having this dog getting my limit for me . . . I'm going to hide

. . . let her get some other sucker."

I was sitting in the middle of a honeysuckle clump in the deepest woods on the reservation when Blackie dropped the fourth bird at my feet. The pheasant was still warm, but dead. Evidently some other member of the party had shot it but failed to find it in the woods.

"You're a good girl, I told Blackie, "but I can't afford you. I've got my \$23.10 worth now . . . how about going to work for one of them rich sportsmen?"

Grabbing her by the collar, I walked her out to an open field, looking for another member of the party so I could get a relief. The four pheasants in my bag hung heavy around my neck and I flopped on a stump in the first field I hit. I gave Blackie the last pastrami sandwich.

"Eat," I told her, "eat well, and don't do me any more favors."

It was 10 in the morning then and the February sun was warm. I must have dozed off because when I came to, Blackie was there with a lop-sided grin and there were two more birds laid out like junk on the bunk.

It was like a nightmare.

"This is madness," I said. "I'm going to heave these birds into the deepest honeysuckle clump I can find and run up to the car and lock myself in until the rest get back."

"Ah, sir!" a voice spoke at my ear, "you must be a splendid shot! Four in the bag, and two on the ground. I'll carry them up (continued on page 93)

Twenty-three sentry dogs help guard Fleet Activities in Yokosuka

by AMSgt Robert E. Johnson

Photos by

AGySgt Joseph J. Mulvihill



Kurihama Ammunition Depot is guarded by FACP patrol team, Cpl Fukuda and his dog, Crown

CROWN IS ONE of 23 sentry dogs used by the U.S. Fleet Activities Civil Police, Yokosuka, in patrolling U.S. government outpost facilities for the U.S. Fleet Activities. This canine detail is billeted and trained at the Sentry Dog Kennels at nearby Kurihama, a U.S. Navy ammunition depot.

Recently, Sentry Dog Crown apprehended two criminals who had escaped and were fleeing from the Japanese Prison at the city of Kurihama. His handler, Cpl Masashi Akioka, a member of the Civil Police, simply called out: "Halt, or I'll release the dog."

The prisoners froze. They had been told of the FACP Canine Corps, and neither relished the idea of having an 80-pound German Shepherd for an opponent, no holds barred.

For his alertness, Crown received an official commendation from Colonel William K. Davenport, Jr., Commanding Officer of the Marine Barracks. It read in part: "It is a pleasure to learn of your part in this matter. It is evident that your presence and assistance to Cpl Akioka in the apprehension of these criminal trespassers was to a degree which enabled him to control the situation at all times and to expeditiously terminate their potential threat to the security of the U.S. Fleet Activities, Yokosuka, Japan."

This commendation was made a part of Crown's official record.

The use of sentry dogs is nothing new to the military. In just about every recorded war, dogs have been used in some form or another to take advantage of their keen sense of smell and hearing. During World War II, both sides used war dogs successfully in sentry and patrol missions. Time and again, they proved their usefulness by rooting out an undetected enemy as Crown did in Japan.

The mission of the Marine Barracks, Yokosuka, is the broad task of providing security to the Fleet Activities. This security covers the main part of Fleet Acts located at Yokosuka and at five outlying installations at Kurihama, Taura, Kinugasa, Azuma Island and Admiralty Heights. It is shared by both Marine and FACP personnel.

Sentry dogs are used during evening hours at all but the Admiralty Heights outpost. They are handled by members

of the FACP, which is under the command of Chief Zensuke "Oscar" Kanome, a former rear admiral in the Japanese Navy.

Fleet Activities Civil Police can be likened to a Stateside police force. However, strict regimentation, attention to duty, sharpness of uniform and obedience to orders, give them the look of a military outfit. The average age is about 40, and approximately 70 percent were former members of the Japanese Navy and Army.

The FACP responsibility includes 30 posts at the U.S. Fleet Activities, Yokosuka, and 24 outposts. They work shoulder to shoulder with the Marine guard and PMO section, and are divided into three sentry platoons of 60 men each, plus a 47-man platoon to handle the dogs. Salaries average from \$72 to \$78 a month. Those with World War II service receive a small additional government pension.

Directly under Chief Kanome is the Senior Deputy Chief, G. Numazawa, a former Japanese Navy chief engineer. Four deputy chiefs head each platoon. Their immediate spokesman is First Lieutenant Richard W. Hanneman, the Marine Barracks Civil Police Liaison Officer. His assistant is AGySgt Donald E. Campbell.

Daily, 1stLt Hanneman and AGySgt Campbell supervise work accomplished by the versatile FACP force. Several times a week, they visit the Sentry Dog Kennels. Both have a high respect for the canines, as do all the Marines stationed at Yokosuka.

"You don't just walk up and pet one of these dogs," AGySgt Campbell said. "Even though they are well trained, they are extremely dangerous. In many cases, only the assigned dog handlers can control their animals. Handlers shy away from dogs not their own." Two men are assigned to each dog.

The Sentry Dog Kennels include headquarters officers, large individual cages, a kitchen and "sick bay" for the dogs and a fenced-in obstacle course. FACP guard reliefs stay in a barracks near the Kurihama Magazine Area main gate, about a two-minute ride from the kennels. This location was used by the Japanese during World War II as an ammunition storage area. It was turned over to the U.S. Fleet Activities in 1950 for the same purpose.

TRAINED TO ATTACK



The use of sentry dogs for Fleet Acts began in 1953 with six German Shepherds. Then, they only patrolled the Kurihama Magazine Area. Within a few months, the number was raised to 11, along with their areas of responsibility.

"When not on duty, the handlers train, feed and, in general, take care of their dogs," Chief Kanome said.

Chief Kanome, an extremely pleasant person, spent 30 years in the Japanese

Navy. At war's end, he acted as emissary for a northern Honshu area during surrender talks. During the early part of the Pacific conflict, he skipped the 5500-ton light cruiser *Tama* in Alaskan waters.

Twice daily, the sentry dogs are given work-outs by their handlers. The training includes obedience, jumping or crawling through obstacles and the attack. The latter is extremely dangerous and fascinating to watch. The "victim"

TURN PAGE



Guards and their dogs stand six-hour watches during evening hours. The dogs are muzzled to protect them from each other



Sentry dogs train for two and one-half hours on the obstacle course each day

TRAINED TO ATTACK (cont.)

wears an attack training suit and allows the dog to charge him. Sometimes the dogs get too "playful" and their steel-like teeth pierce the protective coat. What might happen if the man stumbled and fell, is anyone's guess.

We asked if the handlers received hazardous pay for this daily "routine duty." The answer was no, but they indicated that it was under consideration.

Training takes place at the Sentry Dog Kennels from 0700 to 0800 and again from 1500 to 1630 daily. The dogs, all males, are fed after each train-

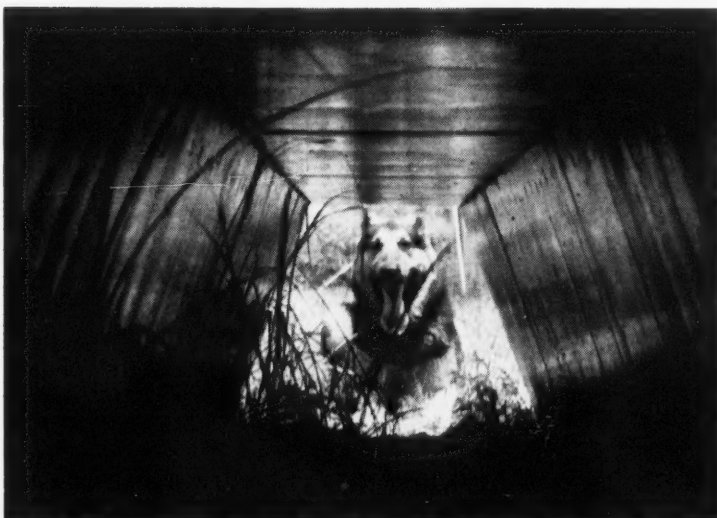
ing session. Their food is a mixture of 30 percent horse meat and 70 percent dry meat. Each receives two pounds each meal. When fed, each awaits the command to eat. "They will wait indefinitely for this command, if need be," FACP Sgt K. Yagishita said.

A close check on the dogs, a daily weight and feed chart, is kept. They average from 70 to 80 pounds, the larger sentry dogs up to 100 pounds. A sudden change in weight or eating habits will bring a hurried visit from a vet. Once a month, an Air Force veterinarian calls upon the kennel to inspect the sentry dogs. A Japanese vet is on hand at Yokosuka at other times. Health is an important factor since the initial cost per dog is about \$140.

Probably the least enviable task the vets have is cleaning the sentry dogs' teeth. It's done every three months. The "very mean" are put to sleep for this operation. "The last time we cleaned them," Chief Kanome said, "it took more than six hours to quiet one of the dogs." Two were considered almost ungovernable during grooming; the others moderately gentle.

Each sentry dog has a serial number and an official record. This record includes hours of patrolling (and where), examinations, general appearance, history, brushings, etc.

The handler's responsibility includes not only the feeding and cleaning of the dogs daily, but care of the grounds and buildings as well. At first sight, one



Each dog is ordered to crawl through a tunnel and wait for the return command. Prompt obedience is an important factor



Jumping over a water obstacle is part of the training each dog receives daily



Teaching dogs to walk on logs is part of the canine program. Leashes are used during their first attempt



When ordered to "attack," the dogs charge the heavily padded "intruder" without any hesitation

could hardly believe that dogs were housed here—no trace of doggy odor usually identified with a large kennel.

The sentry dogs and their handlers patrol 10 areas nightly. They are on watch for six hours at a time, 1800-2400 and 2400-0600. Both sentry dogs and FACP handler-guards are taken to their posts in trucks. During these nightly runs, the dogs are muzzled to protect them from each other. Depending on the type of area, the dog is held firmly on a leash or allowed to run. It's truly amazing to watch the understanding and cooperation between a dog and handler during a routine watch, but the fact that the sentry dog will spring to the attack when ordered is not a pleasant thought. The dogs

follow each command with unquestionable loyalty.

The life tour of a sentry dog is from eight to nine years. 'Sentry Dog Arto is the oldest. He's eight and will undoubtedly be replaced in a few months. When a new dog, already graduated from "basic training" is purchased by 1stLt Hanneman for Fleet Acts, it takes from seven to 10 days for the dog and handler to become acquainted and ready for guard duty.

Except for the months of June, July, August and September, the sentry dogs are included in the monthly FACP parade and inspection on the huge grinder fronting the Yokosuka Marine Barracks. Col Davenport is usually the reviewing and inspecting officer. The

Summer months are omitted because the dogs are in bad temper because of the hot weather.

Although we didn't ask, this writer couldn't help but wonder how the inspecting party feels walking down a line of ferocious sentry dogs, snapping, growling and straining at the leashes held by Japanese guards who seldom outweigh their canines by more than a few pounds.

"In the field, they're unbeatable and an asset to the Marine Corps, Navy and U.S. government," AGySgt Campbell said. "On parade, it's best to keep a large quantity of air between you and the dog."

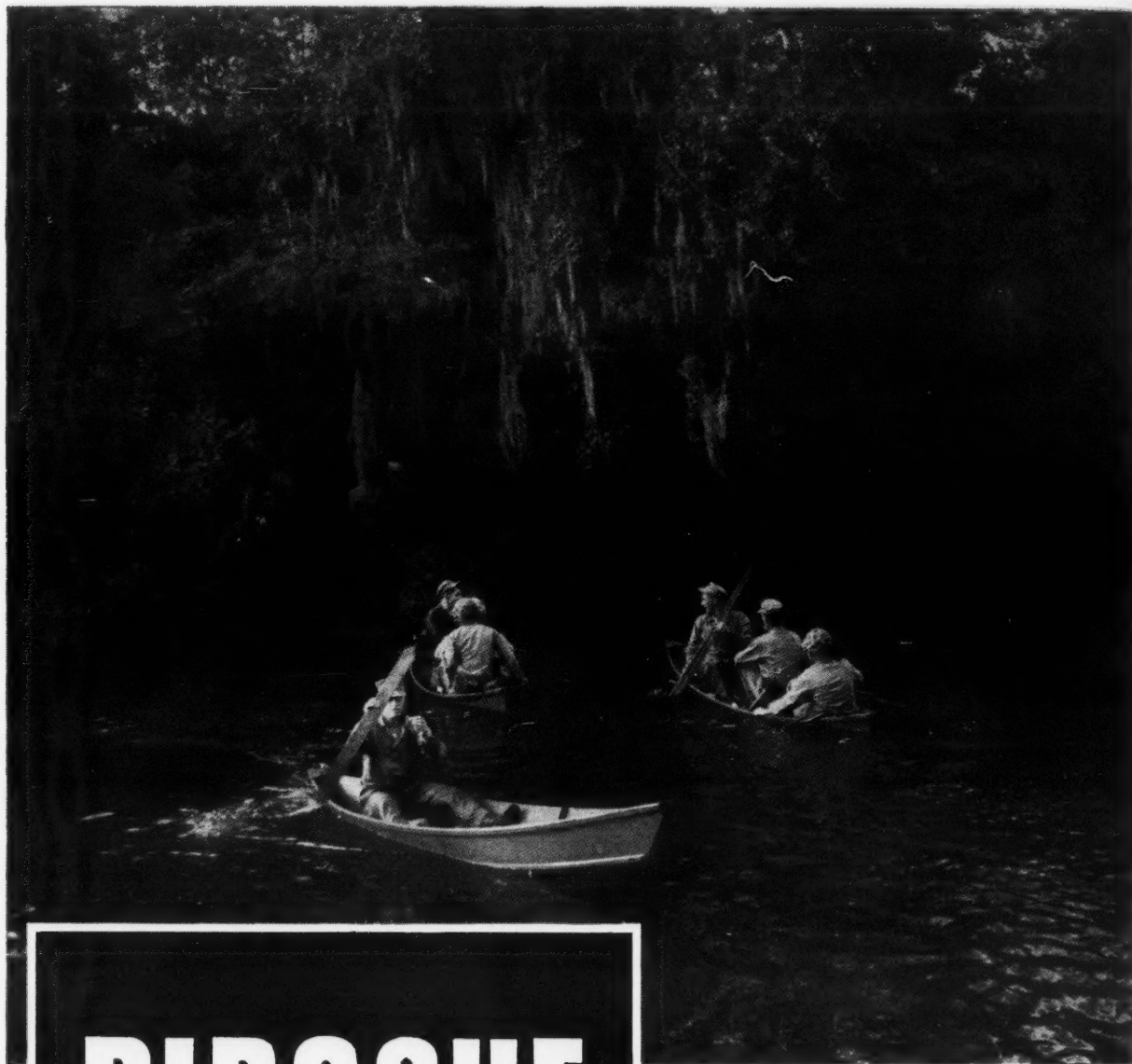
After studying them for two days, we had to agree. **END**



Civil Police Chief, Zensuke Kanome, inspected the sentry dogs and handlers at the Kurihama Kennels



When patrolling with sentry dogs, guards are allowed to carry riot clubs only; no firearms



PIROGUE PATROL



by AMSgt Ed Rudsinske

Photos by

AGySgt George E. Statham, Jr.

Maj J. C. Gordy, (L) acting as umpire, briefed the Aggressor CO and key NCOs beforehand



FOUR Louisiana bayouland "pirogues," manned by eight veteran back-water "Cajuns," sneaked quietly in the darkness down the stagnant waters of Black Bayou and sparked aggressor forces of Lafayette's 28th Infantry Company to a jungle victory over friendly elements of their Marine Reserve unit in a recent weekend battle.

The pirogues (flat bottom boats used in the bayou country by hunters and fishermen to navigate the shallow

waters and marshland) enabled the aggressor patrol to get behind the friendly forces and cut off communications with their superior supporting fire which had been emplaced on the opposite bank of the Black Bayou.

Over the past 12 months, the Marines of Lafayette have maintained better than 93 percent drill attendance and are shooting for a 98 percent Summer camp mark.

The scene of battle took place on the mosquito- and snake-infested old Emile

Soileau Estate, where now the only thing resembling civilization is a rambling shack built by Archie Ducharme years ago.

Heading the aggressor forces was Captain William Wilkinson, Platoon Leader of the Lake Charles satellite unit. With him were his own platoon and the 3d Platoon of Lafayette. On the other side, commanding the "Friendlies" was Captain William Michot, Executive Officer of the 28th Infantry Company.

The problem became tactical around

TURN PAGE

Buccaneer Jean Lafitte would have enjoyed watching this Louisiana maneuver in which a handful of "Cajun" Aggressors in flat bottom pirogues encircled napping "friendlies" and won the day



Three members of the Aggressor force hid in the snake- and mosquito-infested Black Bayou jungle to

harass "friendly" patrols during the two-day problem. Maneuvers took place on an old abandoned estate



Alerted that Aggressor patrols would soon be infiltrating their lines, the main body of "friendly" troops hurriedly set up defensive positions

PIROGUE PATROL (cont.)

2 p.m. Saturday, with Capt Michot and his friendly troops making a river crossing just before dusk. They were dug in about a mile up Black Bayou from the Ducharme shack.

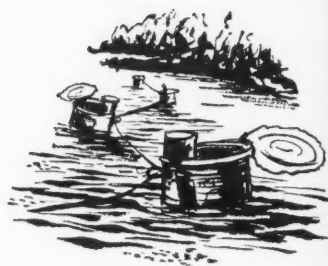
Aggressor reconnaissance teams made repeated infiltrations of the thinly spread opposing lines to report that the "friendlies" had the support of 155-mm. howitzers and mortars on the far bank of Black Bayou.

Realizing that his aggressors could not match fire power with their enemy, Capt Wilkinson regrouped his men and decided on a bold plan to encircle the

friendly forces' CP. With Cpl Frank Foreman in charge of the eight-man pirogue patrol, the four-boat fleet set sail at 2 a.m. Sunday about three miles up Vermillion Bayou, which was the east flank of the friendly forces' three-mile perimeter.

Other members of this patrol included PFCs Richard Broussard, Kenneth Whittington, Donald Higginbottom, R. G. Leblanc, Bonzo Comeaux, Fred McCall and Pvt George Putnam.

At 4 a.m., just before the murky overcast was to emit the first ray of light, the main body of aggressors, who had crawled through a mile of swamp and heavy marshland entanglement, touched off a frontal attack to divert attention from the pirogue patrol, which



AGySgt J. R. Martel (L) talked over the impending field problem with 1stSgt R. L. Green, acting Inspector-Instructor

was now coming within range of the opposing defenses.

Paddling along the near bank of Black Bayou, some 1000 yards from where they would make their landing, Cpl Foreman whispered to his boatmen to hold up. A stiff breeze had been kicking up for the last hour and the rattling of tin cans caused the alert Foreman to halt his patrol.

Sometime during the night, Capt Michot's patrols brought word that the aggressors might try this pirogue encirclement. A heavy line was strung across the bayou upstream from the friendly forces' CP toward Vermillion. Empty tin cans were attached with flares set to go off if the trap were sprung.

PFC Bonzo Comeaux, skipper of boat-2, volunteered to slip into the inky waters and scout up ahead. Swimming with all the skill and silence of a cotton mouth moccasin, Bonzo discovered the booby trap and cut it free from its moorings.

The end was almost in sight now as Capt Michot's hard-hit defenders were getting more than they could handle from the all-out aggressors attack. With all attention focused on defending their position from land, the "Friendlies" were caught by complete surprise



An eight-man patrol which would later glide silently past the "friendly" sentries and break their lines of

communication, ran through an intensive rehearsal prior to the commencement of the actual problem



Four strong-armed Reservists carried a simulated casualty across a swollen stream and back to the command post to receive "first aid"



when they found the eight-man pirogue patrol standing in their CP.

Major John C. Gordy, who acted as advisor and chief umpire, called a halt to the jungle war and claimed victory for the aggressors.

As soon as the "cease-fire" had reached all elements of both sides, the Lafayette Marine, who had battled snakes and mosquitoes for more than 15 hours in swampland skirmishes, headed for Ducharme's shack for the final phase of the two-day problem.

END

Counteracting propaganda and entertaining America's forces

abroad is the mission of FEN



AMSgt Robert Kinsman, Sports Director FEN, engineered his program "Spotlight on Sports" from

the control panel in one of the broadcasting studios maintained by U. S. Forces, Far East Command

"THIS IS Marine Master Sergeant Bob Kinsman, rounding third and heading for home. . . ."

With this remark, AMSgt Robert S. Kinsman finishes his broadcast, "Spotlight on Sports," one of the most popular radio programs heard throughout Japan, Korea and on Iwo Jima.

AMSgt Kinsman is one of 10 Marines assigned to the Far East Network, popularly known as FEN. It is a complex of seven radio stations and three relays. Network headquarters is located

in Tokyo, and stations are maintained at Iwo Jima, Wakkanai and Chitose on Hokkaido and at Misawa, Iwakuni and Itazuke in western Japan. Relays are operated in Nagoya, Sasebo and Ashiya to provide English language radio reception for servicemen and their dependents.

Operated by US Forces, Japan, the network is maintained to counteract enemy propaganda; relay command instructions, news and information; provide educational material; entertain American forces overseas; and to broad-

cast emergency information in case of natural disasters. FEN is manned by Marines, airmen, soldiers, and sailors (and civilians, including Japanese Nationals).

"We have a listening audience which includes 14 million Japanese," Air Force Major P.O.E. Bekker, Officer-in-Charge of FEN, said. "An independent survey conducted by a large Japanese newspaper indicated we have that many full-time listeners plus several million others listening part of the time.

"Of course, the American serviceman

and his dependents are our primary audience. Also, the community of American businessmen and other foreigners form part of the large audience. But most Japanese listen to improve their English—and they like our good music, too.”

AMSgt Kinsman's 10-minute “Spotlight on Sports” program gives sports-minded servicemen the latest results and highlights of football and baseball games and other major sports. They also hear him talk with well known sportsmen about national or service sports. But these represent only a fraction of his duties. He is primarily the sports director of FEN, which requires him to select sporting events to be covered, decide how they are to be handled, and to allot the air time each will receive.

“One of the more interesting aspects of my job is interviewing visiting sports celebrities,” he says. “A highlight was covering, by remote transmission, the Venturi-Burke golf matches held in Japan in October, 1958.

AMSgt Kinsman's variety of duties is typical of those performed by the other Marines over the vast network.

At FEN-Chitose, a 250-watt station on an Army base, ASSgts William B. Evans and William A. Rich, are assigned as announcers. On a small staff, an announcer soon finds himself per-

forming such other duties as producing, writing, engineering, and directing, as well as announcing.

ASSgt Rich is now preparing a new program to be called Chitose Countdown. It will feature interviews with locally stationed personnel, comedy, music and reports of special events.

AGySgt Israel Nurenberg, a veteran of 17 years service, prepares news items which are read, at least once every hour of the 24 hours the network is on the air. He received his training in news writing at the Navy Journalists School at Great Lakes and later as a member of the editorial staff of Camp Pendleton's “Scout”.

“Raw” news items come into the FEN main studio over United Press International and Associated Press teletype lines and from news sources of the four services. From the large number of items received, those which would be of interest to the serviceman in the Far East are selected.

The only Marine officer assigned to the Far East Network is at FEN-Iwakuni, where a Marine Corps Air Facility is operated. First Lieutenant Douglas Ramsey, USMCR, of Wenatchee, Wash., is station manager, and heads a staff of Army and Air Force men as well as three other Marines. A graduate of the University of Washington School of Communications, he majored in Editorial Journalism. His experience on KUOW, a Seattle FM station, whetted his love for jazz. He disc-jockeys a five-nights-per-week program called “Jazz Concert.”

As station manager, 1stLt Ramsey works up to 60 hours a week, for he is responsible for the complete operation of the station. AMSgt John H. Linyard, USMC, is his program director.

AMSgt Linyard, rounding out nearly 19 years in the Corps, has spent much of this time in some form of radio or TV work. From 1947 to 1951 while in recruiting, he handled Marine Corps liaison with the Liberty Broadcasting System in Dallas, Texas. Then, until 1954, he did similar work in New York, but expanded to the television field. At Camp Pendleton, for nearly four years from 1954, he was the assistant producer of the American Broadcasting Company network show “Marines in Review.” Because of his Southern accent (he hails from Memphis) he sometimes announces a locally broadcast hillbilly show called “Midday Hoe-down.”

Besides Linyard, two other Marines back up 1stLt Ramsey. One, a former performer on “Marines in Review” is chief announcer, AGySgt Edward J. Stein. The other, AGySgt Louis G. Oliver, who saw combat with the First Marine Aircraft Wing in Korea, is writer, producer and announcer.

“In writing for radio,” Oliver said, “timing is most important. Scripts are prepared differently for various announcers. Some talk faster than others. It seems no two announcers pace themselves the same way. The writer must be aware of each voice to insure that there is sufficient material for the time-block.”

During a recent sojourn in Tokyo, 1stLt Ramsey heard his “Jazz Concert” being broadcast from Iwakuni, thanks to the marvels of tape recording. Tape recording is used in a big way at FEN. It is so skillfully handled that few can tell when a program is not “live.” In the “Jazz Concert” broadcast, 1stLt Ramsey had taped enough programs in advance to last the week he was away

TURN PAGE



Official USMC Photo

AMSgt J. Linyard and AGySgt E. Stein collaborated on a new radio series for FEN-Iwakuni

Official USMC Photo

AMSgt J. Linyard and Lt D. Ramsey studied a 24-hour-day program board at FEN-Iwakuni

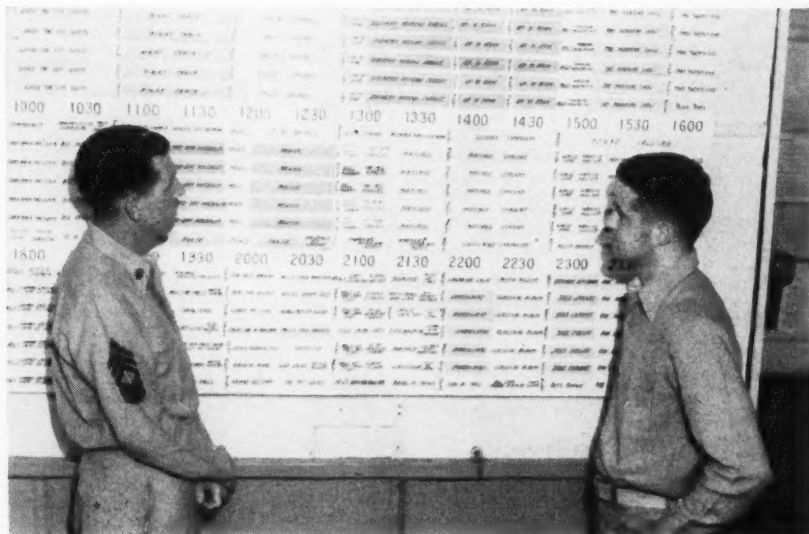




Photo by R. M. Wood

AGySgt I. Nureberg, Newswriter at FEN-Tokyo, edited the news as it was received from the U. S. by wire service teletypewriters



ASSgt Bill Rich, FEN-Chitose's announcer, is a member of the Army Character Guidance Board

ASSgt Bill Evans, staff announcer, FEN-Chitose, also doubles as the studio's transcription librarian

NETWORK (cont.)

from his studio.

Tape recording allows the staff to achieve a degree of performance not possible in "live" broadcasts. Used on a much larger scale than in most radio stations in the States, tape permits small staffs to operate each FEN network station. Even though FEN-Tokyo produces about 70 percent of the day's material, more announcers, writers and engineers would be required, were it not for the use of tape.

AGySgt Daniel C. Doherty, one of



Official USAF Photo

ASSgt Carl R. Hilstrom serves as announcer at FEN-Misawa



the more versatile announcers at the Tokyo studio, announces newscasts, music shows, a 15-minute nightly movie roundup, and produces and announces a short humorous program titled, "Lighter Side of the News." His other shows, "Journey into Melody," "Personality in the News," and "Music by Candlelight," are extremely popular.

While the servicemen in the audience probably take him and the other announcers for granted, Japanese listeners do not. Frequently when in town or on a train, Japanese will see the miniature FEN mike worn on a lapel by the FEN staff. Invariably the conversation goes,

"F-E-N Ah! What is your name?"

"I'm Dan Doherty."

"Ah-so! 'Design for Listening'—Music by Candlelight—I know you."

It is a long way from the MP duty Doherty performed on Guam, but his experience on KLUB and KDYL, both in Salt Lake City, have helped make him one of the "naturals" for the type of announcing he does.

How long does it take to put a program together? Doherty's "Lighter Side of the News" runs only five minutes on the air, but it takes him 40-45 minutes to tape it. After news items are chosen, appropriate background music must be selected. Then the news must be "boiled down." After this, the taping and editing must be done so that the program will run exactly five minutes—not one second more or less.

Producers of shows or programs in Tokyo have the use of a large music library, which is the counterpart of commercial transcriptions leased to

radio stations in the United States. FEN's Tokyo library consists of some 63,000 transcriptions, all 16" in diameter. Containing popular, symphonic, concert, opera, Hawaiian, Latin, religious, military and western music—plus sound effects—no producer is ever at a loss to find what he needs to make his program richer. So large is the collection of records, one could listen to music 24 hours a day for a full year without hearing the same selection twice.

Despite long work hours, there is time for extracurricular activities. Most FEN Marines are married and have their families with them in Japan. Sightseeing occupies a good part of free time, for there is a never-ending variety of interesting things to see and do there. Golfing is excellent near Tokyo, and appropriately, sports-minded AMSgt Kinsman and his wife have carved a niche of recognition in local tournaments.

In Hokkaido, where only two Marines represent the whole Marine Corps, ASSgt Rich finds time to edit a camp newspaper, the *Chitose Confidential*—a US Army newspaper—as well as to arrange entertainment for the local NCO Club. Also, he is working on a series of TV shows for the American Consulate and the American Cultural Center in Sapporo, the prefectural capital. He recently, by request, showed his Army stationmates how to stage a Staff NCO Mess Night.

"The Army Staff NCOs were so enthusiastic about our Mess Night that they went out and bought dress uniforms just for the occasion," ASSgt Rich said, with a beam of satisfaction.

In northern Honshu the sole Marine is ASSgt Carl R. Hilstrom. Doubling as NCO-in-Charge, Program Director and announcer, he is frequently heard on network programs that emanate from the Misawa studios.

Radio announcing is not without its humorous aspects. Not long ago when a senior general landed in Japan, his aide spotted one of the Marine announcers with his remote broadcast unit. Although the announcer was at the airport to interview someone else, the aide pleaded:

"Please interview the general; I'll lose my neck if you don't."

When the announcer agreed to the interview, the aide happily dashed off to inform his general of the arrangements. A few minutes later he returned, dejected. "The general doesn't want to be interviewed," he apologized; then quickly departed.

"Bloopers" occasionally fall to the lot of even the most experienced announcers. 1stLt Ramsey tells of the time he slipped, saying, "And now . . . five news of late world minutes . . ." AMSgt Kinsman is still kidded for the time when he kept his mind on sports fans while making an infrequent newscast. He began the program by saying, "Good afternoon, news fans."

The manner in which the FEN-Marines are performing the many unusual tasks assigned them in radio upholds the traditional and expected performance of Marines. Few listeners to the FEN would guess that these men, with earlier backgrounds in artillery, military police, infantry, aviation ordnance, and sea duty, have not been in radio work all their careers.

END



Official USAF Photo

FEN-Tokyo utilized the talents of all four services for a major broadcasting production. It was often

necessary for the "actors" to rehearse their lines several times, not to mention difficulties in taping

Citations

The President of the United States takes pleasure in presenting the DISTINGUISHED FLYING CROSS to

**CAPTAIN ERNEST G. SCHAUPPNER
UNITED STATES MARINE CORPS**

**for service as set forth in the following
CITATION:**

"For heroism and extraordinary achievement in aerial flight as pilot of an aircraft in Marine Attack Squadron TWO HUNDRED TWELVE during operations against enemy aggressor forces in Korea on 1 October 1952. Leading a flight of aircraft on a mission to attack a heavily defended enemy troop concentration located in difficult, mountainous terrain, Captain (then Second Lieutenant Schauppner), initiated a series of devastating attacks in the face of hostile fire and greatly aided his flight in destroying twenty personnel and seven mortars, in creating one large secondary explosion and one fire, and in accounting for a known fifteen enemy casualties. By his courageous leadership, outstanding flying skill, and inspiring devotion to duty, he contributed materially to the success of the mission and upheld the highest traditions of the United States Naval Service."

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of a third DISTINGUISHED FLYING CROSS to

**MAJOR JUDSON C. RICHARDSON, JR.
UNITED STATES MARINE CORPS**

**for service as set forth in the following
CITATION:**

"For heroism and extraordinary achievement in aerial flight as pilot of a plane in Marine Night Fighter Squadron FIVE HUNDRED THIRTEEN, during operations against enemy aggressor forces in Korea on the night of 14 November 1951. Discovering a convoy of enemy vehicles while reconnoitering his assigned area over Western North Korea, Major Richardson, with the aid of illumination provided by the accompanying flare-dropping aircraft, proceeded to carry out numerous low-

level bombing and strafing runs on the convoy. Despite continuous and accurate hostile anti-aircraft fire, and the added hazards of mountainous terrain and low visibility, he succeeded in destroying five trucks and damaging four others. His superb airmanship, courage, and devotion to duty were in keeping with the highest traditions of the United States Naval Service."

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of a fourth DISTINGUISHED FLYING CROSS to

**MAJOR EDWARD N. LeFAIVRE
UNITED STATES MARINE CORPS**

**for service as set forth in the following
CITATION:**

"For heroism and extraordinary achievement in aerial flight as pilot of an F4D-1 All-Weather Fighter at the Naval Air Missile Test Center, Point Mugu, California, on 22 and 23 May 1958. Facing the dangers of a spin from near-vertical climbs in successive flights from a standing start, Major LeFaivre excelled four existing world records by climbing to 3000 meters (9842.5 feet) in 44.39 seconds; to 6000 meters (19,685 feet) in one minute 6.13 seconds; to 9000 meters (29,527.5 feet) in one minute 29.81 seconds; and to 12,000 meters (39,370 feet) in one minute 51.23 seconds, thereby breaking the existing world records set by France in February 1957. A climb to 15,000 meters (49,212.5 feet) in two minutes 36.05 seconds established the first official climb record to this height. In addition, the combined effect of engine flame-out, low airspeed and near-vertical altitude during the completion of the climb to 15,000 meters made a spin probable without sufficient control for recovery. Through his superb airmanship, initiative, and determination in the face of hazardous flight conditions, Major LeFaivre successfully demonstrated the maximum capabilities of the F4D-1, and focused public attention on the contributions to the aeronautical developments made by the Navy and Marine Corps in advancing aviation and national security. His outstanding professional skill and inspiring devotion to duty were in keeping with the highest traditions of the United States Naval Service."

standing airmanship and courageous devotion to duty throughout were in keeping with the highest traditions of the United States Naval Service."

The President of the United States takes pride in presenting the DISTINGUISHED FLYING CROSS posthumously to

**CAPTAIN HOWARD D. CAMPBELL, JR.
UNITED STATES MARINE CORPS**

for service as set forth in the following CITATION:

"For extraordinary achievement while participating in aerial flight as a member of Marine Fighter Squadron ONE HUNDRED FIFTEEN in Korea. On 11 June 1952, Captain Campbell, leader of a flight of jet fighter bombers on an armed reconnaissance mission near Songnae-Ri, located a convoy of twelve enemy trucks and immediately initiated a vigorous attack through an intense antiaircraft barrage. With accurate bursts of his twenty millimeter cannons, he personally destroyed two trucks and seriously damaged three more. Captain Campbell displayed exceptional airmanship and unswerving judgment in leading his flight safely through heavy antiaircraft fire on numerous daring low-level strafing attacks resulting in the destruction of three trucks and serious damage to four more. Captain Campbell's courageous devotion to duty was in keeping with the highest traditions of the United States Naval Service."

The Secretary of the Navy takes pleasure in commending

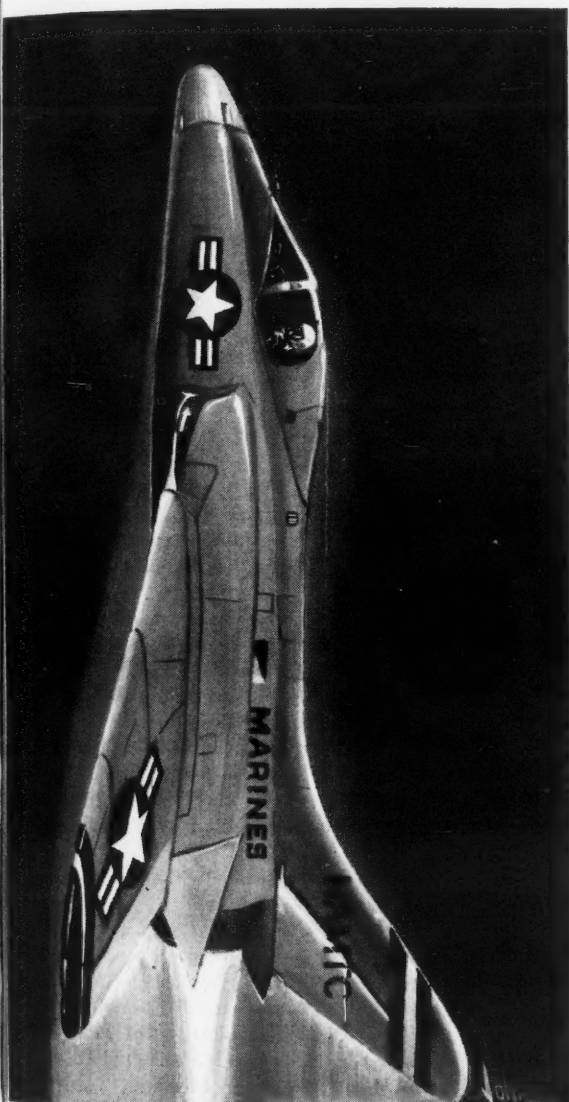
**SERGEANT ANTHONY J. ZEVGOLIS
UNITED STATES MARINE CORPS**

for service as set forth in the following CITATION:

"For heroic conduct in saving an unconscious man from a burning house at Newport News, Virginia, 12 September 1958, while serving as a member of the Inspector-Instructor Staff, 97th Infantry Company, United States Marine Corps Reserve, Naval and Marine Corps Reserve Training Center, Newport News, Virginia. Answering a call for help Sergeant Zevgolts proceeded immediately to the scene of the disaster and unhesitatingly risked his life to enter the burning house which was so full of smoke he could hardly see or breathe. Noticing that most of the smoke seemed to be coming from the bedroom, he headed for it and found the bed aflame with a man still lying on it. He quickly grabbed the man who, in a state of shock, struggled and resisted him and then fell to the floor, evidently unconscious. Picking the man up he made his way through the spreading flames to safety outside where he helped administer first aid to the injured man and later accompanied him in the ambulance to the hospital to assist the driver. By his quick thinking, cool presence of mind and courage in the face of danger, Sergeant Zevgolts upheld the highest traditions of the United States Naval Service."

END

65



The President of the United States takes pleasure in presenting the DISTINGUISHED FLYING CROSS to

**MAJOR RICHARD W. OLIVER
UNITED STATES MARINE CORPS RESERVE**

for service as set forth in the following CITATION:

"For heroism and extraordinary achievement in aerial flight as pilot of an unarmed aircraft in Marine Transport Squadron ONE HUNDRED FIFTY-THREE during transport flights in connection with operations against enemy Japanese forces in the Southwest Pacific Area from 29 January to 8 December 1944. During this period, Major (then Captain) Oliver carried out hazardous transport flights, totaling more than one thousand hours and including flights to the Philippines and other areas still occupied by the enemy. His out-

FROM OUR READERS

Cockfighting Today

by John Warren Giles

MARINES who are devotees of the ancient and highly controversial sport of gamecock fighting, will be pleased to hear that the Supreme Court of New Mexico has recently placed its stamp of approval on the sport. Someone there sought an indictment against the promoters of a cockfight in which artificial spurs were used, for the reason that it violated the statute prohibiting cruelty to animals. The New Mexico court concluded that gamecocks were not the animals the statute was meant to protect, and commented that from early times cockfighting has been considered a lawful and honorable sport in the great state of New Mexico. Furthermore, the court indicated that if you are going to prohibit cockfighting, you might as well make it a crime to bait a hook with live minnows, or drag every woman into court who impales a butterfly or every man who might drown a litter of kittens.

However, the opponents of this sport throughout the country have spoken out forcefully enough to put the learned judges of New Mexico considerably in the minority. At the present time 43 states and the District of Columbia have specific prohibitions against cockfighting. Only Florida, Louisiana, Maryland and strangely enough, conservative Vermont, have failed to put the taboo specifically on this amusement. Cockfighting was prohibited by law in England as early as 1849 and Lord Ellenborough, the great English judge, denounced the sport as a barbarous diversion on a footing with bullfighting and bearbaiting.

To the uninitiated, cockfighting is one of the oldest pastimes of the sporting world. It originated in India and China and finally became extremely popular in ancient Greece. So popular was the sport in Asia 3000 years ago that when the sportsmen could not find any gamecocks for the ring, or the "main" as it is called, they set quail in the ring to fight each other and, in lieu of these, resorted to partridges. The Romans for a long time were inclined to look down their noses at their Greek friends who were such enthusiasts but the Romans finally succumbed and were sometimes betting their entire fortunes at the cockfight. Of course, when the Romans took over Britain they

introduced the sport and Henry VIII, in addition to collecting wives, collected fighting cocks to such an extent that the sport became known as the "royal diversion."

The most famous bout or main took place in England in 1830. There the sponsors of the birds were Joseph Gilliver, the famous breeder and the Earl of Derby. The line-up was seven birds on a side and the stakes were high: 5000 guineas the main bout and 1000 guineas for each match. Gilliver was the winner, five matches to two. It was not uncommon in the early days in England to have a church festival—and even a wake enlivened by a cockfight.

The modern gamecock gets almost as much attention in preparation for a match as the modern prize fighter. Like a prize fighter, he must be young. He should, as a fighting cock, step into the ring when he is not over two years old. His special diet may well be cooked corn meal, chopped hard-boiled eggs and an occasional helping of raw meat. For a rub-down, he is massaged with a mixture of alcohol and ammonia which materially toughens the skin. His wings are trimmed at the slope, and the hackle and rump feathers are shortened. The vulnerable comb is cut as close as possible so as to reduce the target area for an enemy bird. During his training period he will do a little sparring which will do him no harm because his handler will simply take him to the main and hold him securely within a foot of another trainee. He will not be allowed any freedom to maim his opponent but the struggle he makes to get free and get at him will greatly strengthen his muscles. If he shows promise in these preliminaries, he will be allowed some actual fight training with heavy leather padding on his spurs.

In the good old days a cockfight lasted until one of the contestants was killed. That is still the rule today in some areas, but the amended rules permit the withdrawal of a badly damaged cock at any stage of the fight. The business is now almost as humane as prize fighting.

Probably you have wondered all your life where that expression "showing the white feather" origi-

nated. Well, it had its origin in this very sport, when a gamecock, on rare occasions, is taking the worst of it in a match and decides he wants to give up, he signals the judge by lifting his hackle. The under part of his hackle is edged with white feathers and this explains the age-old sporting expression. In order to be a judge at one of these bouts and remain alive, you have to be well thought

of by the sporting fraternity because your word is law and there are no appeals from your decisions.

And so, today, you have the sentiments of the Audubon Society and the Humane Society on one side and the supreme court of New Mexico on the other, not to mention the feelings of the individual sportsman. The ancient pastime is still highly controversial.

Posters

by AGySgt Henry R. Schramm

IT IS my belief (and every other Marine's) that the Corps is the finest fighting organization in the world. We have not come up against a foe yet who could prove otherwise. The American people and the peoples of the rest of the world also know this to be true. How did we attain this exalted position among the world's military? Simply by out-soldiering, out-shooting, and out-fighting every force we have ever met on a battlefield or parade ground.

Occasionally we hear suggestions that our recruiting posters be changed to advertise skills taught by the Corps, in order to do a better selling job on prospective recruits. I disagree completely. The Marine Corps is not in business to train young men in skills they can carry into well-paying civilian jobs after one cruise—and that is exactly *all* some of our young people join the service for, so why advertise these skills to attract this type of person? Let other services fill their posters with flowering promises of "picking" your trade, money, travel, post or station, etc. We're in business to build and maintain, at a high combat peak, a fighting force-in-readiness second to none in this world.

We hear the critics take to task the previous posters displaying a Marine with a machine gun, a rocket launcher, and a sea bag. Why? These are our basic tools of trade—the weapons of war.

Let's also be honest with the young prospect. Fleet Marine Force units comprise one-half to two-thirds of our Corps. What happens when he finds our posters "promise" him a "skill," and the "skill" he learns is how to maneuver with a machine gun, a rocket launcher,

or a rifle? He becomes one of the worst ambassadors we have when on leave or liberty. He's sore because he thinks he's been had, and you can be sure he'll let one and all know about it. Let's offer them nothing but the "privilege" of being the "First to fight on land; in the air; and on the sea" with the greatest military force on earth.

I sincerely hope the "profession of arms" as we know it in the Corps will never sink to the level where we must cajole, inveigle, promise, and entice the youth of America to join and be one of the world's finest—a United States Marine. It is to be hoped that pride in one's self and country still lives within every American. If it does, I feel with the present type poster the Marine Corps will exceed its recruitment quotas *and* with a great number of high caliber high school seniors. No man (and I emphasize the word *man*) wants to be second when he can be first. The five words on our present poster sum up most appropriately the Corps' biggest selling point, "The Marine Corps Builds Men." And if that isn't incentive enough for a young boy, let him look elsewhere.

END



HER MAJESTY

[continued from page 35]

likable Larry "Willkie" Wilkins, is not part of the detachment.

In every group of men, there is invariably one who, by his overpowering personality, stands out. Such a man is Sergeant Derek J. ("Don't call me Derek—me nyme's 'Ginger!'") Evans. No kin to Vice Admiral Evans, Ginger got his nickname from his almost orange-colored hair. He sounds like he was born in London (he was) and looks like he'd be right at home in a prize ring (he would be).

A veteran of more than 14 years with the Corps, Ginger was unlucky enough to have the duty the first night in this country. While most of his mates explored Norfolk, he took time to answer questions about his Corps:

Why the P.T.I. after your name on a roster? "I'm a Physical Training Instructor. The Royal Marines are divided into two branches: General Duties and Technical. G.D. is by far the bigger and includes Drill Instructors, Weapons Instructors, Physical Training Instructors, Parachutists and Naval Gunnery Instructors. It's what you fellows call 'Line Duty.' The Technical Branch is divided into Tradesmen and Non-Tradesmen. Tradesmen include carpenters, drivers, radio mechanics and printers. Non-Tradesmen have only three categories: clerks, cooks and signallers."

How do Royal Marines make out financially? "Quite well. We don't make as much in dollars and cents as you, but we don't pay as much out either. We have a Basic Pay, a Length of Service Pay and a Good Conduct

Pay. For every four years of good conduct we get a badge up to a maximum of three badges. Each badge earns two-and-four a week. Everybody gets a yearly Kit Upkeep Allowance and a Ration Allowance while on leave. Our wives get a Marriage Allowance and we get a Subsistence Allowance. We can also earn Trade Pay, Submarine, Diving or Flight Pay. Our pay, incidentally, is figured on a weekly basis, not monthly, like yours."

What's duty like aboard ship? "We have an area we look after. The base of the bulkhead is painted blue—our colour—to show an inspecting officer who's responsible for it. We man 3"/.50s—U.S. weapons, you know—and furnish Corporal of the Gangway, Jetty and Key Locker sentries. The ship's butchers are Marines who also man the Rum Watch. We furnish boat crews and help the Navy boys out with the big working parties like painting and so on."

How do you and the Navy get along? "Splendidly. They call us 'Blue-necks' and we call them 'Sand-scratchers.' But they're a fine lot."

How many orderlies do you provide? "Just one. One of our best men, Mne. Jack Holden is Adm Evans' orderly. Capt Coke doesn't have one."

"How big is the Royal Corps? "About 13,000."

Besides sea-service and commandos, which compare to our sea-going and FMF, what else do Royal Marines do? "We have amphibious units. They man the small landing craft which carry Commandos ashore. They also provide raiding and beach parties. Our under-water people come in this category."

Tell me about the band. "Well, yes, you see we have a Royal Marine

band aboard whose duties are slightly different from our own. They are not a part of the detachment. Under the Bandmaster, John Masters, are two NCOs and 18 musicians. They have other duties aboard ship, you understand. But, beyond drill, the bulk of their training is directed toward music. They provide the music for all social and ceremonial occasions. Really quite good, too, you know."

Is the daily grog ration still a tradition or has it gone the way of the hammock? "No, we still get a daily ration of rum. Each forenoon, two of our Marine butchers begin carrying out locked casks each containing six and a half gallons of rum from the spirit locker. Under the supervision of an officer, they are unlocked and poured into two much larger casks on which is inscribed 'The Queen—God Bless Her.' One cask is for the junior men, the other for the petty officers and sergeants. The only difference is that, for the junior men, it is watered, to prevent them from hoarding it overnight, while ours isn't. Then a representative from each of the ship's messes queues up, and is given the ration for his mess, but only after the exact count and measure have been verified. Back at the mess, the individuals again queue up and receive their daily ration. One of our customs is to offer a small sip to friends or visitors."

What about these messes? "Most generally, the Royal Marines have their own mess aboard ship—like your CPO Mess. On *Victorious*, we live with our comparable ranks of the Navy. The average size of a mess, I'd suppose, is about 25-30. Each has its own sleeping area and lounge."

Our Corps is going all out for the doctrine of Vertical Envelopment; is yours? "Yes. We're quite sold on the helicopter."

Have you noticed any of our military customs which differ from yours? "Two. On boarding, you fellows salute your ensign and your officer of the gangway. We salute the ship. Also, you raise and lower your colors. We don't, the Royal Navy personnel do. We render honors."

What are your first impressions of U.S. Marines you've seen? "They're much younger on an average than our blokes. Look bigger, too. And they seem convinced there's nothing quite like your Marine Corps."

It is a fairly safe assumption that there is not an American Marine who has had a career comparable to Cpl Eric Williams. Eric enlisted at the age of 14 for service as a junior bugler and drummer. He had seen the East Indies, Singapore, Burma and South Africa by the time he was 15. Ten years ago, at the age of 17, (continued on page 80)



Leatherneck Magazine

THE SHORT SLEEVED SHIRT

IN JUNE, the Commandant authorized short sleeve shirts for all male personnel. Because this shirt has previously been authorized for certain designated tropical zone posts and stations—and because current supply of these shirts will restrict their immediate availability to all hands—there will undoubtedly be questions about the status and proper wear of this new item of uniform.

In May, 1956, the Commandant first approved the short sleeve, cotton khaki-type shirt for wear by Marines at 11 posts and stations in hot climate areas. The shirt was approved for issue under the Supplementary Clothing Allowance for enlisted personnel in the following places, effective 1 July 1957:

Rota, Spain; Key West, Fla.; Port Lyautey, Morocco; Sangley Point, Luzon, P. I.; Subic Bay, Luzon, P. I.; 15th ND, Rodman, Canal Zone, Guantanamo Bay, Cuba; San Juan, Puerto Rico; Bermuda; Trinidad, BWI, and Guam.

In addition, at this time the shirt was approved for the 15,000 Okinawa-based Marines of the Third Marine Division.

Then, in October, 1957, the Uniform Board recommended the short-sleeve shirt be designated for optional wear in the foregoing tropical areas, and that there be no special allowance because of budgetary reasons. This was approved. Subsequently, in 1958, it was decided to delete the authorization for wear of this shirt by Okinawa-based Marines.

In the meantime, some 120,000 of the shirts had been manufactured and were in stock. At a value of \$2.95 per shirt this represented a sizeable investment in shirts for the 11 tropical posts and stations authorized to wear them on an optional basis. About a 20-year supply, in fact.

During this evolution there had been a growing interest in short-sleeve shirts throughout the Marine Corps. Hawaiian-based Marines, seagoing Marines, and Marines stationed in hot areas of the United States evidenced increased desire for this item of uniform.

The Army and the Air Force have both had short sleeve cotton shirts for tropical-zone wear some years now.

Naval officers have also had cool-looking white and khaki shirts with short sleeves in recent years. Finally, this Summer, the Sailors received initial issues of their new white short sleeve shirt—for wear in the "tropic zone" of Washington, D. C.

It hasn't taken a very smart Marine to see that he was missing something that looked cool and comfortable. He observed his teammates in the other



services wearing their tropic uniforms, while he sweltered in his hot "tropical" worsted shirt with the long sleeves—or wrinkled his sweaty oxford cotton shirt—especially around the arms.

The average Marine, officer and enlisted, has usually been happy to slip out of his hot, sticky uniform, in warm weather, and put on a civilian model short sleeve shirt at every opportunity. The short sleeve civilian shirt has become widely accepted in recent years—and now, all the services have approved a comfortable short sleeve uniform shirt to be worn in warm weather.

Even so, it's taken a long time. Changes in uniforms come about slowly—and nowhere is there greater resistance to the new or the different than in the military. Improvement in comfort, the most sensible of all criteria for

uniform clothing, has its opponents among the traditionalists. But changes do take place, and, at long last, the Marine Corps, too, can wear the popular short sleeve shirt.

A recent ALMAR announced the decision and a Marine Corps order establishes policy guidance for the initial distribution and wear of the shirts.

The short sleeve shirt is to be worn as an item of Summer uniform as determined by the local commanders. It is to be worn only on duty and may be worn to and from residence to place of duty. It should not be worn on leave, liberty or in dress or ceremonial formations—or at social functions. The present cotton oxford shirt should be worn with cotton trousers. Eventually, when developed, shirts of dacron, cotton, and perhaps of tropical worsted, may be worn with the tropical worsted Summer trousers. These shirts may appear in the PXs next year.

Enlisted insignia of grade are to be worn, centered on each sleeve. Officer rank insignia will be centered on each collar, and enlisted personnel are to wear the Marine emblem on each collar. The cotton garrison cap is the only headgear now authorized for wear with this uniform. Also, the shirt will not be worn by recruits in training—or recruiters on duty in public. Ribbons may be worn on the shirt—also marksmanship badges.

Adequate supplies of this shirt are not now available in the supply system or from civilian industry to meet all demands in 1959; so, priority distribution of the shirt was directed for this past Summer. In addition to the tropical stations already approved for the shirts—and Okinawa units—other areas for initial distribution were designated as those generally south of Latitude 38°45'. Excepted are San Diego, Oceanside, El Toro and San Francisco areas because the weather there did not indicate a priority need for the tropic shirt.

The official word on wearing of this shirt can be found in MCO 10120.23A of 9 July 1959.

The widespread adoption of a short sleeve tropic shirt is considered by most Marines as a step forward in keeping our uniform modern, comfortable and in tune with the times. There will undoubtedly be some scattered resistance to this new item, but most of the reservation in acceptance will probably be by old-timers or people who spend most of their working hours in air-conditioned offices. There will also be the element who hesitate to expose their bare arms to public view.

However, the fact remains, the Marine Corps, too, now has a sensible shirt for hot weather wear. Widespread interest and requisitions indicate this is a welcome addition to our wardrobe.

END

★ ★ ★ ★ IF I WERE COMMANDANT

Checks for \$25.00 have been mailed to the writers of the letters which appear on these pages. Leatherneck will continue to print—and pay for—ideas expressed by readers who have sincere constructive suggestions for a better Corps. If you were Commandant, what would you do? Your answer may bring you a check. Write your suggestions in the form of a double-spaced typewritten letter of not more than 300 words, and mail to Leatherneck, P. O. Box 1918, Washington 13, D. C. Be sure to include your name, rank, and service number. Letters cannot be acknowledged or returned.

Dear Sir:

If I were Commandant, I would propose a change of the maximum number authorized days leave on page 16 of the Service Record Book to include days over 60.

One of the big features offered a career Marine is the 30 days annual leave a year, however, Marines on independent type of duty or any career Marine who is steadily responsible and a hard worker for the Corps, seldom uses his 30 days leave allotted him a year. Over a period of a few years service, a Marine can pick up over 60 days leave on his record, but when the end of the fiscal year rolls around, his leave is dropped to 60, so actually, the Marine is not getting his full privileges of 30 days annual leave a year.

There are many times during a Marine's career when an emergency arises and leave is a necessity. If the Marine had previously been relieved of any leave over 60 days, those days could very well have smoothed out his emergencies, and he would still have his possible 60 days on the records to count as annual leave.

In conclusion, I would propose a revision of page 16 to include days over 60 to act as emergency leave since the Marine has given the Marine Corps his full, undivided time while in the process of accumulating 60 days leave. Marines of this nature should be allowed to carry over the maximum number, and in the same sense, the Marine would only be able to collect payment up to 60 days from his annual accumulated leave upon discharge.

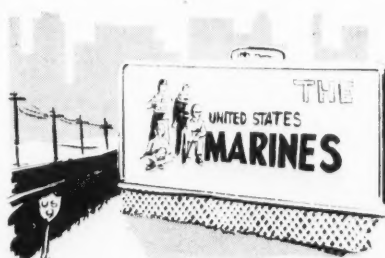
ASgt Ambrose F. Bowser
1430517

Dear Sir:

As the OinC of a not always successful recruiting station, I would like to submit in rebuttal to ASgt Lester E. Mashburn's recommendations, in the February, 1959, *Leatherneck*, on guaranteed schools at the recruiting station level, the following:

In July, 1950, when the war in Korea was just beginning and things looked darkest, the following editorial appeared in the July 27 edition of the *Continental Daily Mail*, which is the Paris edition of the *London Daily Mail*:

"The U. S. Marines are still a week's sailing time away from Korea. If the reportedly meager reinforcements, landed two days ago and thrown into action yesterday, can stiffen the resistance of the battle-worn troops who are still fighting a gallant delaying action . . . if they can make it possible for the ever-so-necessary 'extensive bridgehead' to be there when the Marines arrive, then the North Koreans are going to come up against a type of fighter that they have never before met.



"The troops now fighting in Korea are giving a magnificent account of themselves. It is no criticism to say that the Marines should do better, for

the soldiers were recruited largely because of the opportunity offered by the Army to learn a variety of trades. The Marines learn only one trade, how to fight a war. This is all they want to learn. A hard military life appeals to them.

"The Marines arrogantly claim to be the roughest, toughest fighters in the world. Few who have seen them in action would care to dispute that claim."

The mission of the Marine Corps has not changed since 1950 . . . we're still recruiting Marines!

Therefore, if I were Commandant, I would make no changes in our present day recruiting procedures insofar as guarantees are concerned.

Maj R. R. Van Cleave
049846

Dear Sir:

If I were Commandant of the Marine Corps, I would change the numerical designation of all Marine Infantry Battalions. I would number them from One (1) through Twenty-seven (27). This change in unit designations is called for by the introduction of unit rotation. Under this program, the 27th Battalion, Ninth Marines, upon rotation to the First Marine Division and assignment to the Seventh Marine Regiment, would then become the 27th Battalion, Seventh Marines. Regardless of its location, the battalion designator would not change.

The adoption of this program will alleviate many administrative problems incurred by changing 1/1 to 2/3 when rotated to the Third Marine Division, and later to 2/7 upon return to the First Marine Division. In addi-

tion, it will aid unit esprit by the retention of unit identity in the rotation process.

Unit rotation is the finest program to be adopted by the Marine Corps since the introduction of the '03, and the proper administration of this program should have far-reaching effects upon the entire Corps.

Capt R. J. O'Leary
053491

Dear Sir:

If I were Commandant, I would immediately see to it, that the Recruiting vehicles were painted with sharp Marine Corps colors and have two large Marine emblems on the front doors. I would get the most out of this free advertising by using them in local parades and civic doings. This would do the organization a great help. When these recruiters travel from city to city and school to school, a painted Marine vehicle would do much towards getting recruits.

If these cars were brightened up, they would be free advertising no matter where, even when parked.

Sgt D. C. Hermanson USMCR
606618

Dear Sir:

If I were Commandant, I would initiate a program of direct maintenance support for the Organized Marine Corps Reserve (Ground).

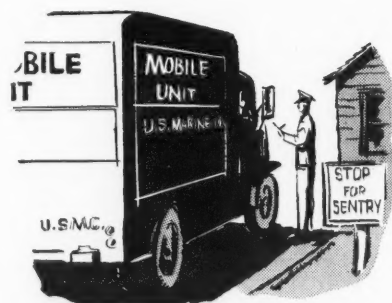
This program would provide for maintenance teams, as mobile units, within each Reserve District. These maintenance units would perform cyclic, scheduled tours of the respective units within their district, with the mission of testing, repairing or modifying as required the organic equipment on hand at the individual units. A stock of repair parts or necessary material and tools would be carried in the mobile unit. When necessary, required parts or material not on hand would be requisitioned by the unit concerned, to be available upon the return of the mobile maintenance unit.

In many instances, the present Tables of Equipment for the OMCR Units authorize technical equipment for which the corresponding Table of Organization does not authorize the appropriate technical personnel to maintain and service the equipment, either Regulars on the I-I Staff or Reserve personnel. Current directives require that either Cross-Service

Agreements, local commercial sources or the Recoverable Item Program be utilized in those instances where organic maintenance cannot suffice. However, many OMCR Units are geographically situated so as to render these methods impracticable or uneconomically feasible. For example, the adjacent military facilities may be incapable of maintenance on certain equipment; shipping costs to return Recoverables and supply the replacement item often exceeds the cost of the item concerned; local commercial facilities are seldom capable of maintenance on Ordnance or Electronic equipment peculiar to the military.

Since the material authorized and on hand in the Organized Marine Corps Reserve represents a significant portion of total Marine Corps stocks, it is considered that this proposal would not only result in a savings of many thousands of dollars, but also contribute to the overall efficiency and effectiveness of the Marine Corps Reserve Program.

AMSgt Roy M. Patterson
376141

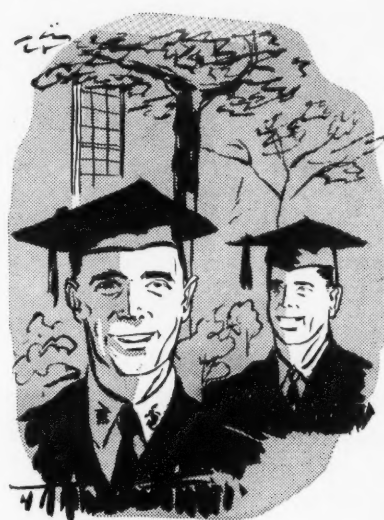


Dear Sir:

If I were Commandant, I would inaugurate a full-time college degree program for staff grade noncommissioned officers which combined the best features of the present College Degree Program for officers and the Navy Enlisted Scientific Education Program for enlisted.

The program, as recommended, would allow Marines in pay grades E-5 through E-9, not otherwise eligible for the Navy Enlisted Scientific Program, to complete their secondary school education on a full-time basis.

The benefits that would accrue, both to the individual and to the Marine Corps, need not be emphasized in this recommendation. The ever-increasing demand for highly skilled, fully educated personnel at all



echelons of command, in all occupational fields, is apparent to all.

The program would be designed along the following general lines:

Eligibility:

Enlisted personnel of the regular Marine Corps on active duty.

Rank:

E-5 through E-9

Obligated Service:

Agree to remain on active duty for one full year for each year of schooling.

Prior Education:

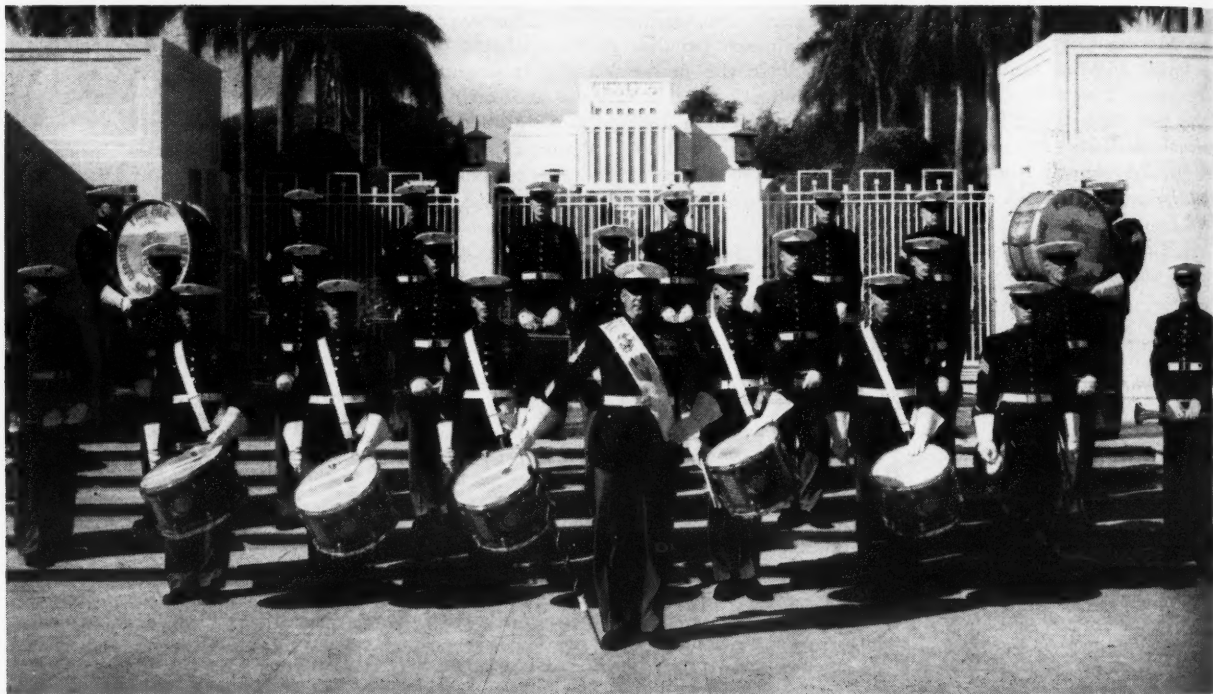
Must be accepted by college or university with a minimum of two years' advanced standing toward a baccalaureate degree. Eligibility would be limited to those personnel having sufficient college credits to permit them to obtain a baccalaureate degree in a maximum of two years.

Marines completing their education under this program could then be further considered for commissioning under the LDO/WO program and could serve to alleviate shortages in both the technical and managerial occupational fields. Without regard to possible commissioning, the opportunity to complete their education under a program such as this would serve as an incentive for many, not only to increase their individual value to the Marine Corps, but to prepare for their return to civilian life.

AGySgt Milton Sanchez
599890
END

We-the Marines

Edited by Sgt B. W. Eastburn



Drum Major W. O. Nickell posed his travel-wise musicians near Hawaii's beautiful Mormon Temple

when the FMF, Pacific, Drum and Bugle Team returned from a three-month tour of the Far East

Photo by AG1Sgt Jim Hardman

People-To-People

A talented group of musical Marines has returned to camp H. M. Smith in Hawaii following a three-month tour of Japan, Okinawa and Korea.

While entertaining heads of state, children, and military personnel during their tour, the Fleet Marine Force, Pacific, Drum and Bugle Team managed to take part in two impromptu amphibious landings.

The group flew by Marine transport from Hawaii to Japan at the request of the Japanese Metropolitan Government to perform during the wedding procession of Crown Prince Akihito and his bride, Princess Michiko.

After the wedding of the Crown

Prince, the team performed at Meiji Park Stadium for 70,000 invited guests. The following night, at Meiji Park Gymnasium, the Marines repeated their drill for some 15,000 guests.

Also, in connection with the royal wedding, the team was featured on Japan's "I've Got A Secret" television show with a viewing audience of 700,000. Secret of the team was that they had traveled from Hawaii to perform during the wedding celebration.

One of the Marine Corps' contributions to President Eisenhower's "People To People Program," the team added much to international relations between the United States and Far Eastern nations.

The team also performed at the Em-

peror's Birthday Festival in Hibiya Park, Tokyo. They were scheduled to play for 25 minutes but repeated encores stretched the show to 65 minutes.

After six weeks in Japan, the team traveled to Korea for an 11-day tour which included Pusan, Seoul, Incheon, Taegu, Kimpo, Chinhae, Pohang, Munsan-ni and Ascom City.

Highlight of the Korean tour was when the team led the "Miss Korea Beauty Pageant" parade through the streets of Seoul. More than a million people lined the streets to view the Drum and Bugle team and the Korean beauties.

Constantly on the move, the team entertained peoples of Hong Kong, Taiwan, the Philippines, Guam, Korea

Okinawa and Japan. On their most recent tour, they played before a total of 23 million people during 221 performances in 120 locations.

ASgt Tom Bartlett
ISO, FMFPac, Camp H. M. Smith, Hawaii

Marines Host Moroccans

Four enlisted men and four officers of the Royal Moroccan Army Engineer Corps recently toured the Naval Air Station, Port Lyautey, Morocco, as guests of Colonel S. D. Mandeville, Commanding Officer of the Marine Barracks.

The visitors were escorted on a tour of the Marine pistol range, barracks area, flight line, and other activities of the station.

Captain Thomas Stanton and First Lieutenant R. F. Waters guided the group.

In return, the Royal Moroccan Army extended an invitation to Marine personnel, Port Lyautey, to visit their camp in Kenitra.

PIO, U.S. Naval Activities
Port Lyautey, Morocco

Old Autos, New Fad

Driving old model automobiles is a fast-growing fad at many posts and stations throughout the Marine Corps these days.



Royal Moroccan Army visitors to Port Lyautey Marine Barracks were guided on a tour of the Naval Air Station by Lt R. F. Waters

Official USN Photo

Camp Lejeune is no exception, with more than 15 pre-war (1930-1941) cars registered at the Base Provost Marshal's office. This doesn't include autos with a temporary registration.

Reasons for owning and driving the "oldies" vary. Few, if any, are driven through necessity. Of six owners queried, the best reply was: "It's paid for!"

The distinction of driving the oldest registered car on the base went to AGySgt Robert Bowen, 1st Infantry Training Regiment, who has a 1932 Ford.

A "chronic" tinkerer, AGySgt Bowen intends to add a plexi-glass roof to his Ford without altering the vehicle's present exterior appearance. He purchased the car last year and has since installed a new engine, hydraulic brakes, sealed beam headlights, and a 12-volt electrical system.

ASSgt Jack Baird
ISO, Marine Corps Base
Camp Lejeune, N.C.

"Miss Liberty Belle"

A dark-haired high school history teacher in the role of "Miss Liberty Belle," extended personal invitations from Philadelphia's mayor to governors of the 13 original colonies, asking them to join the 183d national pilgrimage to Independence Hall last July 4.

Miss Joan Bergen, 27, who teaches at South Philadelphia high, made the 13-state tour in a 14-day trek via a special Trailways Bus. Dubbed the "Philadelphia Liberty Bell Special," the bus cruised over a newly mapped "Route 1776."

The touring teacher presented each governor with a floral Liberty Bell invitation to Philadelphia's annual Freedom Week observance which this year saluted the new state of Alaska.

Miss Bergen was picked for the "Miss Liberty Belle" honor by school officials who labeled her as "representative of our teachers who, in their daily classroom activity, perpetuate the ideals upon which American democracy was founded."

The route covered by the "Liberty Bell Special" included stops at Harrisburg, Pa., Hartford, Conn., Providence, R.I., Boston, Mass., Concord, N.H., Albany, N.Y., Trenton, N.J., Dover, Del., Annapolis, Md., Richmond, Va., Raleigh, N.C., Columbia, S.C., and Atlanta, Ga.

DirPubInf, City Hall,
Philadelphia, Pa.
TURN PAGE



Official USMC Photo

A 1958 engine graces this 1932 chassis, making it one of the "hottest" of the pre-World War II autos registered at Camp Lejeune, N. C.

Detroit Hosts First Divvy

Detroit opened its arms to the First Marine Division Association's 12th annual reunion August 6 through 8.

First day of the annual get-together was given over to registration with a gathering in the evening for the early arrivals.

On the second day, a tour of Goebels Brewery and automobile plants occupied much of the day for Association members while the distaff side attended a luncheon and fashion show at the Hilton-Statler hotel. Unit reunions began at 8:00 p.m. and continued until the wee hours of the morning.

Saturday, the final day of the reunion, was crammed with events. It opened with a business meeting during which Major General Alan Shapley, Director of Reserve, was elected President. The election was followed by a parade to Mariners' Church where a memorial service was conducted.

Before leaving the church, Association members watched General C. B. Cates, former Commandant, as he administered the oath of enlistment to a special "Cates Platoon."

The reunion finale included a banquet and floor show.

AMSgt B. M. Rosoff



Photo by AMSgt B. M. Rosoff

"Miss Guadalcanal," Jackie Headrick, led the First Division Assoc. on parade with Gen Clifford B. Cates (L) and MajGen Alan Shapley

Mighty-mite

"Big things come in small packages."

It is doubtful that the Philadelphia recruiter who interviewed Anthony S. Kerrin had this adage in mind when he signed the five-foot, two-inch youth to a Marine Corps contract.

But Pvt Kerrin, the smallest man in

his platoon, became the first recruit to achieve a perfect score on the final strength test at Marine Corps Recruit Depot, Parris Island, S.C.

The young Pennsylvanian tallied a "possible" (500 points), in performing the sit-ups, pull-ups, push-ups, squats, thrusts, and 300-yard dash, which make up the final test given to all recruits.

PFC D. W. Jayne
MCRDep, Parris Island, S.C.



Photo by C. M. Arndt, PHC, USN

One of 15 finalists in the Miss USA contest at Long Beach, Calif., Carolyn Komant was selected "Miss Portsmouth Marine Barracks"

One-Man 'Copter Evaluation

Three Gyrodyne YRON-1 one-man helicopters were delivered to Quantico, Va., this Summer for tactical evaluation with an eye to possible use by Marine ground troops in small unit reconnaissance, liaison, artillery observation, courier service, wire-laying and other combat tasks.

Developed by the Gyrodyne Corporation of America under a Navy contract, the preliminary flight tests were conducted at Naval Air Test Center, Patuxent River, Md.

Weighing only 425 pounds empty, the YRON-1 is powered by a four-cylinder, 62 h.p. Porsche engine which is manufactured in Germany. It utilizes twin, counter-rotating rotors, and has a cruising speed of 50 m.p.h. over a range of 60 miles. Top speed is 72 m.p.h. and service ceiling exceeds 6000 feet.

The aircraft can carry a useful load of 265 pounds, including pilot, fuel, and extra equipment.

A second one-man helicopter design, the XROE-1, developed by Hiller Helicopters, is scheduled to begin evaluation tests at Quantico in December.

Similar in performance to the YRON-1, the Hiller helicopter has a conventional single-rotor and tail-rotor configuration and is powered by a two-cylinder, 59 h.p. Nelson engine.

Weight of the XROE-1 is 300 pounds empty, and 576 pounds with a full load. It has a cruising speed of 50 m.p.h. and a maximum of 70 m.p.h. Its range is 27 miles.

ISO, Marine Corps Schools,
Quantico, Va.

"Clutch" Performer

A mighty man in the clutch is Pvt Joe Ruiz, who recently finished recruit training with Platoon 229 at the San Diego Marine Corps Recruit Depot.

The five-foot, six-inch, 126-pound private had accrued only 93 points after the first three 50-point strings of fire on rifle qualification day at Camp Matthews. He needed 97 out of a possible 100 points in 300-yard rapid fire and 500-yard slow fire to qualify as a marksman.

Pvt Ruiz got the 97 points—and more. He fired a perfect 100.

"Some of the privates told me if I didn't qualify, we wouldn't be top platoon on the range," Ruiz explained.

He did, and they were.

ACpl M. W. Woodlief
ISO, MCRDep, San Diego, Calif.



Change of Command

The Marine Barracks at Rota, Spain, bade "adios" to one of its founding members recently when Lieutenant Colonel Roland E. Carey turned over command of the Barracks to Lieutenant Colonel William J. Sullivan.

LtCol Carey went to Spain in 1956 and worked for a year in Madrid while planning activation of the Rota Marine Barracks. He assumed command of the Barracks upon its activation June 1, 1957.

During his tour at Rota, the colonel served as Staff Security Officer, Naval Activities, and chairman of the Community Relations Committee.

PIO, U.S. Naval Activities,
Rota, Spain
END

JULY CRAZY CAPTION WINNER



Submitted by
Sgt Richard R. Kinnel
VMF (AW) 314 MAG-11
1st MAW FMF
c/o FPO San Francisco, Calif.

◀ "He claims to be the grandson of John Philip Sousa!"

Here's another chance for readers to dream up their own Crazy Captions. *Leatherneck* will pay \$25 for the craziest caption received before December 1. It's easy. Think up a crazy caption for the cartoon below, print it on the line under the cartoon and fill in your name and complete address. Tear out the cartoon and coupon and mail to *Leatherneck Magazine*, P.O. Box 1918, Washington 13, D.C.

The winning caption will be published in the January issue.



NAME

ADDRESS IN FULL

1059

Transfers



Each month *Leatherneck* publishes names of the top pay grade personnel transferred by Marine Corps Special Orders. We print as many as space permits. These columns list abbreviations of both old and new duty stations. This feature is intended primarily to provide information whereby Marines may maintain a closer contact with this important phase of the Corps.

This listing is for information purposes only, and is NOT to be construed as orders. It is subject to HQMC modifications.

E9

BLACKWELL, Hugh J (9999) MD USS Princeton to NAS Ft Mugu
BROOKS, Harry E (9999) NCAS CherPt to 1stMAW
DELANEY, William B (9999) MCS Quant to 2dMarDiv
EDWARDS, Chancy M (3599) 3dMarDiv to MKWest
JACKSON, James A (1399) NAS Pt Mugu to MCRD SDiego
JEFFRA, Ignatius J (0399) NRC NorVa to ForTrps CamLeJ
KOESTLINE, William T (0399) MB KWest to 1stMarDiv
LORENZ, Henry J (0399) HQMC to 1stMarDiv
MAXIMIN, William K (9999) 2dMAW to 1stMAW
ZELL, Milburn N (9999) 14thRRCo to MCB CamPen

E8

BURCHAM, Billie A (3098) HQMC to 1stMarDiv
BURGAN, James A (0398) 3dMarDiv to ForTrps 29 Palms
BURNETT, John F (6498) MAG-32 to MCRS Salt Lake
CHRISTENSON, Daniel G (0398) 8th-MCRD to 2d155mmHowBtry
CLARK, Edmund P (0398) 3dMarDiv to 14thRRCo
CONKLIN, Fred A (0398) 3rMarDiv to Bridgeport Calif
EVANS, Ivan F (6498) Olathe Kans to MCAS EIToro
FARRIS, Brooks E (0398) HQMC to MD USS Providence
FURUSETH, Owen J (1898) 3dMarDiv to MCB CamLeJ
GARRISON, "rg" (0398) 9thEngrCo to MD USS Princeton
GRESKA, Martin A (0898) 3dMarDiv to 49thInfCo
HUFFMAN, Cluie O (0721) 1st75mm-AAABn to ForTrps 29 Palms
MULHOLLAND JR, George H (1398) 8th-MCRD to ForTrps CamLeJ
PETTEY, Clyde A (0141) 100thInfCo to 1stMarDiv
HEINMILLER, Elmer E (3598) 3dMarDiv to MCB CamPen
SIMMONS, Gilbert P (0398) MCS Quant to 1stOrdFidMaintCo
SPERANZA, Michael A (0398) 3dMarDiv to MCRD SDiego
VAUGHN, Eugene D (0398) 1stMAW to 2dMarDiv
WAGNER JR, Edgar W (0141) NAS Olathe Kans to 1stMarDiv

E7

ALLOWAY, Robert B (0369) 14thInfBn to 1stMarDiv
ARCHER, Charles M (6631) MAD Jax to MAD Mfs
ARNOLD JR, Wayne (35116) ForTrps FMFPac to 3dMarDiv

ATKINSON, Charles B (4131) Gitmo Bay to MCB CamLeJ
BANKS, Charles D (0369) NS SDiego to 2dMarDiv
BARTHOLOMEW, Herbert A (0141) HQMC to 1stMAW
BARTLETT, Salvatore J (2111) 9th-MCRD to 2dMarDiv
BEARD, John M (0141) HQMC to MCSC Albany
BLAIR, Eldon E (1391) 1stMarDiv to 3dMarDiv
BOCHE, Kenneth F (3537) ForTrps FM-FPac to MCSC Barstow
BONOFIOLIO, Joseph V (0369) ForTrps FMFPac to Okinawa

BOURBEAU, Frances G (1169) 1st-MarDiv to MCB CamLeJ
CAMERA, Matteo S (3516) 2dAutoFid-MaintCo to 3dMarDiv
CANNON, Geyer N (0441) 2dMAW to 3dMarDiv
CHIDESTER, David T (3049) 8thAW-Btry to 3dMarDiv
CHIDGEY, John G (0369) 33dInfCo to 1stMarDiv
CHILD, Jack B (6413) MCAS EIToro to 1stMAW
CIROU, Frank A (6461) 3dMAW to 1stMAW
CLOER, Thomas L (3049) HQMC to 21stInfCo

COOK, Bill (1349) 1stMarDiv to 9th-EngrCo
DANLEY, Floyd W (3421) 12thMCRD to 1stMarDiv
DAUGHERTY JR, James T (3061) MCSC Barstow to MCB CamPen
DAVIS, Thomas D (3619) NAS Glen to 1stMAW
DENBLEYDER, Donald (3371) MB Argentina to MCB CamLeJ
DEVITA, Matteo J (3412) MCAS CherPt to MCB CamLeJ
DOLACKY JR, John J (0141) MCAS CherPt to HQMC
EASTON JR, Guy E (3049) 1stMarDiv to Oahu TH
EDWARDS, John H (6412) MCB CamPen to MCAS EIToro
ELLIS, Bruce W (4131) MCB 29 Palms to MB Gitmo Bay
FAULKNER, Lambdin W (0369) 1stMarDiv to MCSC Barstow
FLECK, John K (0811) 5th105mmHow-Btry to 3dMarDiv
FRAZIER, Charles T (6481) MAD Mfs to 1stMAW
FREVILLE, Leo V (2741) 1stMarDiv to MCS Quant
GEANT, Leo J (6412) MAD Mfs to MCAS CherPt
GIBSON, Jack H (1361) 1stMarDiv to MCB CamPen FFY
GIER, Raymond L (1841) MCSC Barstow to 1stMarDiv
GOFF, James S (6613) MAD Mfs to MCAS CherPt
GOODWIN, David R (2529) 2dMarDiv to 3dMarDiv
GORMAN, Rex (2543) MAG-26 to 3dMarDiv
GRAHAM, Clarence W (1841) MCSC Barstow to 1stMarDiv
GRAY, Edgar M (3049) MCSC Albany to MCB CamLeJ
GRAY, Lester S (0369) 3dMarDiv to MB Yorktown Va
GREENE, Howard B (3421) MCAS CherPt to HQMC
GREINER, William M (3049) MB Wash-DC to 2dMarDiv
HALLIGAN, John F (0369) 2dMarDiv to NAD Chan
HODAL, Fred J (3421) 9thMCRD to 3dMarDiv
JOHNSON, Wesley D (6713) 3dMAW to NATTU Olathe Kans
KOZLOWSKI JR, Stanley (6412) MAD Mfs to MCAS CherPt
GRUEGER, Edwin A (0141) 28thRRCo to 1stMarDiv
LAY, Robert (3619) MCS Quant to MCAS CherPt
LILLY, Carlos H (2643) MCS Quant to 3dMarDiv
MARICH, Michael (0369) 2dMarDiv to MB Yorktown Va
MERRILL, Warren H (1831) 1stMarDiv to 1stArmAmphCo
MORAN, John M (6715) 1stMarDiv to MAG-32
MULLINS, Dexter K (3061) MCRD Pt to MCB CamLeJ
O'DONOGHUE, Timothy P (4312) 12th-MCRD to MCRD SDiego
PERRY, Joseph A (1169) 1stMAW to ForTrps CamLeJ
POULK, Russell K (0369) 1stMarDiv to 33dInfCo



"By George, that's what I call guts!"

Leatherneck Magazine

Div to 9th.
12thMCRDR
(3061) MCSC
NAS Glen to
(3371) Mf
MCAS CherPt
(0141) MCAS
1stMarDiv
MCB CamLej
369) 1stMar
105mmHw.
MAD Mf
1stMarDiv to
AD Mf to
1stMarDiv to
CSC Barstow
AD Mf to
2dMarDiv to
G-26 to 3d-
(041) MCSC
CSC Albany
2dMarDiv to
MCAS Cher-
MB Wash-
2dMarDiv
3dMAW to
(6412) MAD
25thMCRDR
CS Quant to
2dMarDiv to
1stMarDiv
2dMarDiv to
MCB CamLej
BRAY, Paul D (7041) MCAS CherPt to
1stMAW
BROOKS, Paul E (1841) ForTrps FMF-
Pac to MCSC Barstow
BROWN, Leonard R (3311) 3dMarDiv to
1stMAW
BROWN, James E (3516) MCS Quant to
MCRD SDiego
BROWNEY, Thomas E (3371) 3dMarDiv
to MCRD PI
BYROADE, Ronald R (0141) MCS Quant
to Port Lyauety
CALDERON, Pete R (1841) ForTrps
FMFPac to 1stMarDiv
CALIENDO JR, John F (0369) MCRD
SDiego to 1stMAW
CANNADY JR, William (7041) MCAS
CherPt to 1stMAW
CAPRIA, Ferdinando J (2311) 3dMarDiv
to 2dMarDiv
CARLE, Ernest E (1169) 2dMarDiv to
12thMCRDR
CARTER, Billy H (6614) MAD Jax to
2dMAW
CHEMIS, Charles B (6481) MAD Mf to
1stMAW
COOK, Finis E (2111) NAS WashDC to
1stMAW
CRANE, Charles D (0369) 2dMarDiv to
1stMAW
DAILEY, James E (0369) NAS Olathe
Kans to 20thInfCo
DRAKE, Charles B (0721) MCRD SDiego
to ForTrps 29 Palms
DRINKWINE, Chester A (3071) NAS
Mpls to 1stMAW
EDWARDS, Donald A (6481) MCAS
CherPt to 1stMAW
ELEY, Richard J (0141) 2dAutoFid-
MainCo to 1stMarDiv
FARRAR, Albert T (3619) MCAF New
River to 3dMarDiv
FAUST, Ralph E (0141) NAS Glen to
MCB CamPen
FERGUSON, Joel S (4312) 6thMCRDR
to MCB CamLej
FITZGERALD, Irby C (6441) MAD Jax
to 2dMAW
FITZGERALD JR, James J (2336) 3d-
MarDiv to MCB 29 Palms
FLOYD, Stuart H (0811) MCRD PI to
3dMarDiv
FOD, William W (3049) 12thMCRDR
to MCB CamLej
GALLAGHER, John E (1811) ForTrps
FMFPac to 1stMarDiv
GELUSO, Salvatore A (3371) 3dMarDiv
to MCSC Barstow
GUTIERREZ, Robert L (0369) 1stMarDiv
to MCRD SDiego
HAGERTY, Bernard (3049) MCSC Bar-
stow to LFTU SDiego
HOLLENSBE, Donald E (2539) 2dMar-
Div to MCRD SDiego
HOLLINGSWORTH JR, Hurchel S (6413)
MCS Quant to 2dMAW
HOPKINS, Harry L (0369) 4thInfBn to
MCRD SDiego


RAHNER, Andrew H (6511) 1stMarBrig
to MCAS CherPt
REED, Ralph R (0141) NAS Atsugi to
NATTC Mfs
REID, Lawrence E (0141) 2d155mmHow-
Btry to 29 Palms
SCHURM, George C (3311) 1stMAW to
MCAS EItoro
SCHUELE JR, August F (3421) MCSC
Albany to 2dMarDiv
SHENKUS, William M (4611) 1stMAW
to MCS Quant (6713) 2dMAW to
NATTC Olathe Kans
SMITH, Bud R (6413) 2dMAW to NAS
Grosse Ile
SMITH, Carroll J (6671) 1stMarBrig to
MCAS EItoro
SNYDER, Robert F (0441) 2dMarDiv to
MCB CamPen FFT
STEPHENS, Ernest P (3421) 1stMarDiv
to 12thMCRDR
STRAND, Sylvester E (6611) MCS Quant
to 1stMAW
STRONG, Forrest L (3541) MARPAC to
TOLLESON, Odell (6461) MCAS EItoro
to 1stMAW
TURANO, Louis M (2561) MCS Quant to
3dMarDiv
VAL, Marion L (3049) MCB CamLej to
MB WashDC
WALKER, Arthur C (3049) 7thInfCo
to MCAS Phila
WARREN, James H (2161) 3dMarDiv to
1stMarDiv
WATERS, Randolph L (2771) 1stMarDiv
to 12thMCRDR
WEBSTER, Richard M (6413) AirFMF-
Pac to 1stMAW
WHITE, Raymond V (0171) 5thMCRDR
to 2dMarDiv
WILLIAMSON, Elmer (3049) ForTrps
FMFPac to MCAS Kaneohe

E6

ADAMS, Gerald D (6631) MAD Jax to
MCAS CherPt
ADAMS, Walton E (3061) MCS Quant to
2dMarDiv
ALQUIST, Donald W (3049) NTC
Glakes to MCB CamLej
BABROCKY, Albert Z (6611) MAD Mf to
2dMAW
BACKUS JR, William E (2639) MCSC
Albany to 2dMarDiv
BELLEUDRY, Robert E (2771) 3dMar-
Div to 1stCommCo
BERRYMAN, Charles W (6441) MCAS
EItoro to 1stMAW
BEW, Howard F (6611) MAG-26 to
1stMAW
BOGART, Douglas E (3051) 3dMarDiv to
MCSC Barstow
BOLTON, Albert M (3311) 1stMAW to
MCB CamLej
BRAY, Paul D (7041) MCAS CherPt to
1stMAW
BROOKS, Paul E (1841) ForTrps FMF-
Pac to MCSC Barstow
BROWN, Leonard R (3311) 3dMarDiv to
1stMAW
BROWN, James E (3516) MCS Quant to
MCRD SDiego
BROWNEY, Thomas E (3371) 3dMarDiv
to MCRD PI
BYROADE, Ronald R (0141) MCS Quant
to Port Lyauety
CALDERON, Pete R (1841) ForTrps
FMFPac to 1stMarDiv
CALIENDO JR, John F (0369) MCRD
SDiego to 1stMAW
CANNADY JR, William (7041) MCAS
CherPt to 1stMAW
CAPRIA, Ferdinando J (2311) 3dMarDiv
to 2dMarDiv
CARLE, Ernest E (1169) 2dMarDiv to
12thMCRDR
CARTER, Billy H (6614) MAD Jax to
2dMAW
CHEMIS, Charles B (6481) MAD Mf to
1stMAW
COOK, Finis E (2111) NAS WashDC to
1stMAW
CRANE, Charles D (0369) 2dMarDiv to
1stMAW
DAILEY, James E (0369) NAS Olathe
Kans to 20thInfCo
DRAKE, Charles B (0721) MCRD SDiego
to ForTrps 29 Palms
DRINKWINE, Chester A (3071) NAS
Mpls to 1stMAW
EDWARDS, Donald A (6481) MCAS
CherPt to 1stMAW
ELEY, Richard J (0141) 2dAutoFid-
MainCo to 1stMarDiv
FARRAR, Albert T (3619) MCAF New
River to 3dMarDiv
FAUST, Ralph E (0141) NAS Glen to
MCB CamPen
FERGUSON, Joel S (4312) 6thMCRDR
to MCB CamLej
FITZGERALD, Irby C (6441) MAD Jax
to 2dMAW
FITZGERALD JR, James J (2336) 3d-
MarDiv to MCB 29 Palms
FLOYD, Stuart H (0811) MCRD PI to
3dMarDiv
FOD, William W (3049) 12thMCRDR
to MCB CamLej
GALLAGHER, John E (1811) ForTrps
FMFPac to 1stMarDiv
GELUSO, Salvatore A (3371) 3dMarDiv
to MCSC Barstow
GUTIERREZ, Robert L (0369) 1stMarDiv
to MCRD SDiego
HAGERTY, Bernard (3049) MCSC Bar-
stow to LFTU SDiego
HOLLENSBE, Donald E (2539) 2dMar-
Div to MCRD SDiego
HOLLINGSWORTH JR, Hurchel S (6413)
MCS Quant to 2dMAW
HOPKINS, Harry L (0369) 4thInfBn to
MCRD SDiego

E5

HORTIE, Robert E (0369) MCSC Barstow
to MCS Quant
HURLEY, Paul (0369) 2dMarDiv to
MCS Quant
INGERSOLL, Alvan E (0369) 1stMarDiv
to 14thInfBn
JOHNSTON, John W (2336) ForTrps
FMFLant to MCAS Kaneohe
KAHLBAU, Roy E (2561) ForTrps FMF-
Lant to MCS Quant
KEEL JR, John O (2161) 1stMAW to
MCAS CherPt
KENSEY, Willie (3619) MCAS CherPt
to MCB CamLej
KNISKA, Nicholas E (3061) MCRD PI
to MCB CamLej
LANE, Robert D (3049) MCSC Albany
to Okinawa
LASKOWSKI, Herbert L (3049) NAS
Jax to 2dMarDiv
LEWIS, Randolph W (1831) 1stArm-
AmphCo to 1stMarDiv
LLOYD, James E (2311) HQMC to 3d-
MarDiv
LOMMERSE, Joseph G (0369) HQMC to
MD NavActy London
LOWDER, Hubert H (0369) NavAdvGru
Korea to MCB CamLej
LUTY, Elmer E (0811) MCRD SDiego to
1stMarDiv
MARKOVICH, Joseph A (0369) 2dMar-
Div to 1stMAW
MATHESON JR, Wayne M (4312) 8th-
MCRD to 1stMarDiv
MC DANIEL, Richard S (0369) 20thInf-
Co to 1stMarDiv
MEEKS, Joy L (0761) ForTrps FMFPac
to 1stMarDiv
MEYERHOFF, Robert A (3087) Air-
FMFLant to 1stMCRDR
MICHAEL, James E (1371) 1stMarDiv to
3dEngrBn
MISICK, Herman D (3371) 3dMarDiv to
1stMarDiv
MOORE, Charles D (3371) 3dMarDiv to
MCRD SDiego
MOORE, Vernon (3311) 3dMarDiv to
NAD Bangor
NAPPER, Odas T (3537) 3dMAW to
Okinawa
OSIECZONEK, Joseph S (1811) 9th-
MCRD to 3dMarDiv
PARROTT, Peterson F (3371) 3dMarDiv
to MB Yorktown Va
PATTERSON, Bobby J (0369) 3dMarDiv
to 21stInfCo
PENDLETON, Martin H (6412) 6thMCR-
DR to 1stMAW
PLICHTA, Walter P (3371) 3dMarDiv to
MCSC Barstow
POMEROY, Keith E (0141) MCB CamLej
to NAS CorpC
PURTELL, Paul J (0141) MCS Quant to
HQMC
REVIS, Herman M (2111) 3dMarDiv to
MCRD SDiego
RHODES, Deryle B (3049) 2dMAW to
Camp H M Smith
RIPLEY, Carroll A (5597) MCRD PI to
MB NB Bklyn
ROSA, Thomas F (0369) 94thInfCo to
1stMarDiv
RUPPEL, Richard H (3311) 3dMarDiv to
MCRD SDiego
SANBORN JR, Robert H (3516) MCB 29
Palms to Okinawa
SENS, William J (3211) 3dMarDiv to
1stMarDiv
SHARP, James L (3371) 2dMAW to 3d-
MarDiv
SHEPHERD, Thomas C (2511) 5thAW-
Btry to 3dMarDiv
SHOENAKER, Gail D (3061) MCSC
Barstow to Camp H M Smith
SMITH, Donald L (1381) 3dMarDiv to
MCRD PI
SMITH, John O (3516) MCRD PI to
MAG-32
SMITH, Leonard H (6711) MCAS EItoro
to 1stMAW
SMOOT, Wilbert W (3049) 12thMCRDR
to 1stMarDiv
SOLIS, Edmund (3041) 1stMarDiv to
MCSC Portland
ST AMANT, Gerald A (3371) MCRD PI
to MB Argentina
STEINBAUGH, Richard W (2529) MCRD
SDiego to MCRD PI FFT
STEWART, James E (6611) MAD Mf to
1stMAW
SWANSTROM, Carl R (3087) 2dMarDiv
to MD WashDC
SWING JR, Garvin A (2335) MCAS
Oahu to 1stMarDiv
TAYLOR, Raymond E (3049) 2dMarDiv
to 70thInfCo
THIELKE, Alvia L (0369) 3dMarDiv
to 101stInfCo
THOLE, John F (1831) 1stMarDiv to
9thMCRDR
TRUSLOW, Lester H (0141) MCS Quant
to Cecil Fld Fla
WALTON, Donald A (2543) HQMC to
3dMarDiv
WILLIAMS, Arthur K (0141) 3dMarDiv
to MCRD SDiego
WILSON, Dennis R (0369) 3dMarDiv to
MCRD PI
WOOD, Billy E (3049) ForTrps FMFLant
to MB NB Bklyn
WOOD, Stewart (3049) 2dEngrBn to MCB
CamLej
WOODHAM JR, HESSIE J (3311) 3dMar-
Div to MCB CamLej



"I regret that I have only one change of address to send Leatherneck!"

Notify our Circulation Department of any change in your address. Use the coupon below. Mail to: LEATHERNECK, P.O. Box 1918, Washington 13, D.C.

Meanwhile, the Post Office will forward your LEATHERNECK to you without extra postage if your change of address is the result of official orders. File a change of address with the post office before you depart your old address.

CHANGE OF ADDRESS

Name (print) _____

NEW ADDRESS

Street _____

City _____ Zone _____ State _____

OLD ADDRESS
(attach old address label if available)

Street _____

City _____ Zone _____ State _____

TURN PAGE

TRANSFERS (cont.)

BACKES, Robert F (3371) 3dMarDiv to MCRD PI
 BAILLUM, Galveston (3371) 3dMarDiv to MCRD SDiego
 BALDWIN, Harrison T (3041) HQMC to 1stMarDiv
 BALLARD, Richard (3371) 1stMarDiv to MCRD SDiego
 BANNON, Michael G (3041) MCSC Barstow to 1stMarDiv
 BARNARD, Edwin J (3371) 1stMarDiv to MCRD SDiego
 BARNES JR, Robert W (0141) 9th-MCRD to 3dMarDiv
 BATES, Richard K (0141) ForTrps FMF-Lant to 3dMarDiv
 BATTEN, Edgar J (1371) 4thMCRD to 3dMarDiv
 BENSON, James B (0111) MCAS EITero to MCB 29 Palms
 BEYERL, Richard A (3516) 2dMarDiv to 3dMarDiv
 BISHOP, Robert L (3049) 1stMCRD to MCB CamLej
 BOTTOMLEY, William R (0369) Guam to 1stMarDiv
 BROWN, William A (3516) ForTrps FMFLant to 3dMarDiv
 BUREAU, Robert G (6412) 1stMAW to 3dMAW
 BURNETT, Earl V (0141) 3dMarDiv to MCB CamLej
 BUSCH JR, Marvin R (3516) MCSC Barstow to 1stMarDiv
 CADDY, John D (0141) 3dMarDiv to MCB CamPen
 CALDERON, Jose (0141) 3dMAW to 3d75mmAAABry
 CANGELOSI, Joseph J (3371) 3dMarDiv to 1stMarDiv
 CARDENAS, Ramiro (0171) MCB CamPen to 8thMCRD
 CARLSON, Eugene N (2541) 2dMAW to MCSA Phila
 CARR, Harold H (1811) NAD Hawthorne to Bridgeport Calif
 CARTER, Robert W (2533) 3dMarDiv to 1stMarDiv
 CARTER, William J (0369) MB Argentina to MCB CamLej
 CHANDLER, Joe E (0141) 6thMCRD to MCB CamPen
 CHIARELLO JR, Frank F (5711) 2d-MarDiv to 1stMAW
 CILBREATH, James E (5711) 2dMarDiv to 1stMAW
 CLARK, John R (0369) 2dMarDiv to 1stMAW
 COLLIDGE, Carl H (0141) 3dEngrBn to MCAS EITero
 COLLINS, William F (2531) ForTrps FMFLant to MCRD SDiego
 COX, Haston (3371) 1stMarDiv to MCRD SDiego
 CRAIN, Leo M (2771) 3dMarDiv to 1stMarDiv
 CURLEY, Robert W (0211) MCRD SDiego to 1stMAW
 DANE, Raymond F (0141) 3dMarDiv to 2dMAW
 DAVIS, Charles E (2636) 3dMAW to NATTU Olathe Kans
 DEMING, Robert L (3537) 1stMarDiv to 2dMarDiv
 DESTEFFANO, Edward J (6442) 1stMAW to MCAS CherPt
 DIETRICH, Stanley S (3371) 1stMAW to 2dMarDiv
 DINATALE, Carmelo J (3371) NAD Bingham Mass to MSC Quant
 DOE, Harold (1461) MCS Quant to HQMC
 DULING, Edward J (3371) 3dMarDiv to MCRD SDiego
 DUNCAN, John A (1533) 4thMCRD to MCS Quant
 EAGLE, Jack L (3371) MB WashDC to 2dMarDiv
 EASTMAN, James E (0141) NAS Glen to 2dMarDiv
 EDDINGS, Francis M (0111) MCSC Barstow to 2dMarDiv
 ELZIG, Harold A (3537) MCB CamPen to 3dMarDiv
 ERVIN, Chauncey H (3531) 6thMCRD to 2dMarDiv
 ERWIN, Ross G (2111) NAS Seattle to 1stMarDiv
 FARMER, Kenneth W (3531) 2dMarDiv to 3dMarDiv
 FETTERLY, Edgar F (0141) 3dMarDiv to 4thMCRD
 FREDERICK, Edward W (1861) 3dMarDiv to ForTrps FMFLant
 FREITAS, John P (0369) 1stMarDiv to MCRD SDiego
 FOSTER, Marion F (2541) MCB CamLej to 1stMAW
 GAUTHIER, Ward F (1141) ForTrps FMFLant to Okinawa
 GEORGE, Billy E (3371) 3dMAW to NATTU Olathe Kans
 GOOD, Fred J (6511) MAD Jax to 1stMAW
 GORDON JR, Olin M (0141) MCRD SDiego to NAS Glen
 GREEN, Bobby J (3531) 1stMarDiv to 3dMarDiv
 GRIVETTO, Louis J (3516) MCRD SDiego to 1stMarDiv
 GROSS, Phillip J (3061) MCB CamLej to 3dMarDiv
 GUNKEL, Alfred N (0141) 3dOrdFld-MaintCo to MCB CamLej
 HABERSKI, Henry L (1461) MCB CamLej to MCS Quant
 HAMBY, William W (0141) 6thInfBn to FMFPac 29 Palms
 HARMON, Roger W (0141) 1stMAW to 2dMarDiv

HARRAN, Thomas C (5711) 1stMCRD to 3dMarDiv
 HARRELL, Willie H (3371) 3dMAW to NATTU Olathe Kans
 HASHIMOTO, Clifford P (2631) MCRD SDiego to 1stMarDiv
 HAYES, Edward (5715) MCAS EITero to 1stMAW
 HAYWOOD, Willie J (3531) 1stMarDiv to 3dMarDiv
 HEADDEN, Hardy H (3041) MCSC Barstow to 6thInfBn
 HEIDRICH, Raymond E (2529) MCAF Santa Ana to 1stMarDiv
 HICKS, Billie E (3041) MCRD PI to MCAS Beaufort
 HICKS, Edward G (6461) 3dMAW to 1stMAW
 HOFFMAN, George E (0141) ForTrps FMFLant to 1st05mmHowBn
 HORN JR, John J (2771) 3dMarDiv to 1stMarDiv
 HUGHES, Neal D (0141) 3dMarDiv to 29 Palms
 IRBY, William E (3041) ForTrps FMF-Lant to NAS Mts
 JANEIRO, James (2636) MCSC Barstow to 1stMarDiv
 JOHNSON, Herbert F (3061) NAD Bingham Mass to MCS Quant
 JONES, William C (3537) ForTrps FMF-Pac to 1stMarDiv
 KELLAR, William H (1121) 1thMCRD to ForTrps CamLej
 KOLB, Donald E (2561) ForTrps FMF-Pac to 1stMarDiv
 LAUCH, John R (2541) MCS Quant to MCB CamPen
 LIBBY, Frederick A (2336) 2dMAW to 3dMarDiv
 LINDER, Saul (3011) 12thMCRD to ForTrps 29 Palms
 LOVELAND, Frankie D (3071) HQMC to 2dMAW
 MALENA, Leonardo (2511) 1stMCRD to 3dMarDiv
 MARTZALL, Richard S (5591) MB Guam to 2dMarDiv
 MATISON, John (0141) MCRD PI to 8thMCRD
 MATTSO, Leo C (1121) 1stMarDiv to MCB CamLej
 MCALISTER, Jack B (2771) 3dMarDiv to 1stMarDiv
 MCCOY, Timothy J (0431) 1stMAW to 1stMarDiv
 MC FARLANE JR, John D (1461) MCB CamPen to MCS Quant

MC KISSICK, Charles W (2533) MCAS EITero to 1stMarDiv
 MC LEOPON, Raymond L (6621) MCAS EITero to 1stMAW
 MEADOWS, Ira W (6641) MACS-7 to 1stMAW
 MEHEVIC, Guy E (3531) MCSC Albany to 3dMarDiv
 MELTON, Ralph J (3087) 2dMarDiv to MB Newport
 MONEY JR, Ralph J (3087) 1stANGLO to MCRD SDiego
 MORENO, Joseph F (1536) 1stMCRD to 2dTopCo
 MORILLA, Robert G (0141) 3dMarDiv to MCRD SDiego
 MORGAN, Edward O (7011) 2dMAW to 1stMAW
 MORRIS JR, Lloyd W (0141) 9thEngrCo to FMFPac 29 Palms
 MOYERS, Herman M (5711) 8thMCRD to 1stMarDiv
 MURRAY, Richard E (3537) MCB CamPen to 3dMarDiv
 MYERS, Richard D (6461) MCS Quant to MCRD PI
 NEWELL, Gerald A (1841) ForTrps to 3dCommCo
 OSBORN, Ralph (2533) 3dMarDiv to 1stMarDiv
 O'SHAUGNESSY, Francis S (0141) 2d-MarDiv to NTC GLakes
 PANDER, Fred W (3041) 1stMCRD to MCAS CherPt
 PARKER, Harris M (0369) 2dMarDiv to HQMC
 PETERS JR, Ivor C (0761) 2dAWBtry to 3dMarDiv
 PHILLIPS, Frank A (5511) MB Pearl to 1stMAW
 PHIPPS, Albert N (0141) 1st05mmHow-Bn to 2dMarDiv
 PRICE JR, Karl W (6661) 2d MAW to NATTU Olathe Kans
 PRIDDY, Herman F (3371) 3dMarDiv to 2dMarDiv
 QUAIL, Charles W (0111) 3dMAW to MCB 29 Palms
 RETTIG, Stuart J (3516) 1stMarDiv to 3dMarDiv
 REYNOLDS, John H (3371) 3dMAW to NATTU Olathe Kans
 RIOS, Alfonso (0141) 3dMarDiv to MCS Quant
 RODGERS, Roy R (3371) ForTrps FMF-Pac to MCAAS Yuma
 ROSS, Robert W (7041) 2dMAW to MCAS EITero

ROSTA, Stephen J (2336) MCB CamPen to 3dMarDiv
 ROWLAND, Lawrence A (6441) 3dMAW to 1stMAW
 ROWLANDS, William (3371) 1stMAW to 2dMarDiv
 SAUSEDA, Efren (6481) 3dMAW to 1stMAW
 SEEKER JR, Hubert G (6631) MAD Jax to 2dMAW
 SESSIONS, Bruce J (3371) 3dMarDiv to MCB 29 Palms
 SHEPPARD, Elmer G (3371) 3dMarDiv to 1stMarDiv
 SMALL, Vernard J (6632) MAD Jax to MCB CamLej
 SMITH SR, Gerald V (1141) 1stMarDiv to MCB CamLej
 SMITH, Richard C (3537) ForTrps FMF-Pac to MCB CamPen
 SMITH, Richard G (3371) 3dMarDiv to 2dMarDiv
 SMITH, Robert P (5711) 4thMCRD to NTC GLakes
 SMITH, Roland V (2336) MCAS Oahu to 1stMarDiv
 SMYTH JR, Charles A (0141) 3dMarDiv to 3dCommCo
 SPARKES, Peter A (0441) MAG-32 to ForTrps CamLej
 STARKS, Lewis A (6511) MAD Jax to 1stMAW
 STOCKTON, James A (5711) ForTrps FMFLant to 1stMAW
 STOLZ, Floyd L (3049) 9thMCRD to MCB 29 Palms
 STONER, James E (0761) 3dMarDiv to MCRD PI FFT
 STREETER, Vincent H (5711) ForTrps FMFPac to 1stMarDiv
 STRUBE, Eugene G (6641) 3dMAW to 1stMAW
 SULLIVAN, Herbert R (1841) MCSC Barstow to 1stMarDiv
 THOMPSON, Alvis L (3516) ForTrps FMFPac to MCB CamPen
 THOMPSON, Clifford R (3421) 3dMarDiv to MCB CamPen
 VALDES, James (6413) MB Pearl to MAG-32
 WALLACE, Thomas R (6413) MCAF New River to 1stMAW
 WATKINS, William F (0141) NAS Glen to MCB CamPen
 WELLS, Donald L (0369) 2dMarDiv to 1stMCRD
 WELSH, Ronald R (3087) 1stMCRD to MCRD PI

END



"Careful of those typing fingers, Gulickil!"

Latherneck Magazine

YOKOSUKA

[continued from page 41]

size and construction and have high rental fees and utility costs.

In the event a unit desired by a prospective tenant does not meet the minimum acceptable standards for approval, it is customary in Japan for the tenant to bear the cost of any repairs or improvements necessary. Rents, which range from \$70 to \$150 per month, do not include utilities, which average about \$20 per month during mild weather and increase substantially during the Winter. Electricity is expensive in Japan, necessitating the use of kerosene or butane for cooking and heating. Because of the generally loose construction in houses, many families find it necessary to use more than one space heater to provide adequate warmth during the Winter months.

It is generally recognized that too many, rather than too few, household goods are being shipped to Japan. Private rentals and government quarters are usually limited in both living and storage space; therefore, heavy items of furniture and items in the luxury category should be placed in non-temporary storage in the States. The dampness of the climate has a deteriorative effect on both furniture and clothing and the danger of breakage in shipment makes the shipping of costly items inadvisable.

In general, it is recommended that families bring washing machines and vacuum cleaners which are not furnished for either private rental or public quarters. Apartment-sized cook stoves are usually required in private rentals. Stoves are provided in public quarters. Draperies are not furnished, but material may be purchased at Ship's Store at reasonable prices. Refrigerators and space heaters may be purchased here also.

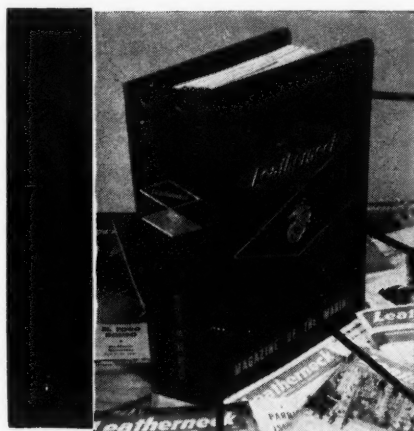
Due to the long transit time to and from Japan, household goods will rarely be available for use until some months after arrival and will again be unavailable for some time upon the return to the states.

The typical Japanese-style is unpainted on the outside and has no central heating. Taking shoes off at the entrance way saves extra cleaning. It is also a necessity when floors are covered with tatami mats—a woven reed mat with a two-inch straw-like backing. These would not last under the impact of shoes.

It also includes a deep Japanese-type bath, almost a swimming pool for youngsters. The hot bath is an institution with the (continued on page 90)

LOWER PRICE BETTER QUALITY ALL NEW BINDER

You'll find this completely new brilliant green and gold binder ideal to:



*Keep your
Leathernecks in
excellent
condition.

*Have your
Leathernecks
readily
at hand.

*Add an
additional touch
to your
library shelf.

*Save money—
Cost is lowest yet!

This is the newest edition of an old favorite with *Leatherneck* readers. The popular binder has been redesigned; covers have been strengthened for extra wear, and the Marine emblem is embossed both on the front and spine in

gold. Best of all, due to the demand for these quality binders, THE PRICE HAS BEEN REDUCED!

Now you can have one of these binders, which holds twelve issues of LEATHERNECK, for only \$2.00.

It's a quick, simple operation to insert your magazines with the flexible, all metal, hangers supplied with the binder.

Order yours now by filling out the coupon below. The low price of \$2.00 includes handling and postage.

LEATHERNECK Bookshop
P.O. Box 1918
Washington 13, D. C.

Please send me a LEATHERNECK Binder at the new reduced price of \$2.00. Remittance enclosed.

☐ Check ☐ Postal money order
(DO NOT SEND CASH)

Name

Address

City State

HER MAJESTY

[continued from page 68]

Cpl Williams signed on for 12 years as a Marine 2d Class. Enlistments at that time were for 12 and 10 years for a total of 22 and retirement. Now they are for nine, a "re-engagement" of five and another of eight for the same 22-year total. Only those eminently qualified, mentally and physically, can re-engage for five more and a maximum of 27.

From 1952-54, Eric, then a Mne.1st Class, served as personal orderly to Lord Louis Mountbatten, Commander in Chief, Mediterranean. Recommended for promotion to corporal in 1954, he returned to Plymouth to attend the eight-week Junior NCO Course and subsequently the 14-week Drill Instructors Course. Aboard *HMS Ocean* from May, 1956, through July, 1957, Eric was with the first group of Marines to make a Commando landing by helicopter during the Suez crisis.

In 1952, Eric had started writing to Miss Ethel Haydock, whom he'd never seen. They met two years later and—two days after meeting—"published the banns." The younger of their two children was born on July 4th, which is not a British legal holiday.

Eric explained the arrangement that he and Ethel and the children have made with regard to housing. He was permitted to select a civilian-owned home to rent. When he had made his

choice, he informed his Housing Officer who, in turn, sent an Admiralty surveyor to assess the property. When the Admiralty gave its OK, Eric moved in, paying 30 per cent of the rental, the Admiralty the remaining 70 per cent of a total not exceeding five pounds per week.

Eligible for promotion to sergeant, Eric will attend the sergeant's course; five weeks at Plymouth. A soft-spoken but crisply efficient gentleman, Cpl Eric Williams is a credit to the Corps that nurtured him during his formative years.

Mne. 1st Class Jeffrey Fallows-Green came in as a National Servicemen (comparable to our draft) "for duty with the Marines" for two years in 1953. Behind him were almost four years in the Merchant Navy, which he'd joined at 16. He is one of the handful of the detachment who had been to America before, visiting New York, Philadelphia, Baltimore and Charleston with the Navy.

Jeff liked the Jollies well enough to "re-engage" for seven to complete a normal nine-year tour. Weighing in at a muscular 14 stone, (a stone equals 14 lbs.) he performs the same duties as the rest of the detachment, plus one other. He is the "correspondent" for the *Globe* and *Laurel*, the Royal Marines' bi-monthly equivalent of *Leatherneck*.

Each issue has a section which chronicles the activities of the fleets, at home and abroad. Constantly on the lookout for unusual newsy tidbits for his column, Jeff found one in Norfolk when one of the detachment, Mne.

Colin Baker, visited aboard the *USS Boston*, tied up five piers down from *Victorious*.

Mne. Baker instantly recognized Cpl Robert Slater, USMC, with whom he'd attended Secondary School in Bourne-mouth, England, 14 years before.

Prince Phillip, Duke of Edinburgh is the Captain-General of Royal Marines. Queen Elizabeth's father, George VI, was the first monarch to hold that honorary title.

The *Globe*, which is part of the Royal Marines' insignia, shows the Eastern Hemisphere, while the USMC *Globe*, of course, shows the Western.

The witty Prince, during a speech in Portsmouth to the Royal Marines, (during which U.S. Marine Officers were present) turned over an urn which had a Royal Marine insignia on both sides and observed that the globes had the same half of the world on them. "I mention this particularly for the members of the U.S. Marine Corps here today," he said. "They will be pleased to hear that their half of the world has not been encroached upon."

The strength of both Corps is that they hold high the torch of tradition, but each in its own inimitable way. The U.S. Marine, vain as a peacock, revels in his heritage. The Royal Marine, after nearly 300 years, knows that glory is, at best, a transitory thing.

It is not the U.S. Marine's verbosity, nor the Royal Marine's taciturnity that has won them their worldwide fame. Their high reputation rests on the solid bedrock of deeds—not words. In times of grave national peril, neither has ever been found wanting.

END

EMBASSY DUTY

[continued from page 27]

and Kokugikan for sumo. Night life is perhaps the best in the world; good restaurants are everywhere. Those who like the track can put their money on horses or bicycles.

The news that Tokyo had been chosen for the 1964 Olympics brought much rejoicing throughout the nation. Already on the drawing boards are plans to increase the seating capacity of the Naval Stadium from 50,000 to 100,000 and a new swimming pool with accommodations for 20,000 spectators. New roads, bus lines and parking lots will be built to handle the enormous flow of traffic.

Because the Tokyo Marines have the advantage of a good public transportation system, an automobile is not considered a necessity. Fares are 10 yen on a streetcar and 15 yen on a subway. (The basic money exchange is 360 yen to one American dollar). Cruising taxis are to be found everywhere in downtown Tokyo. All operate on a meter system, the rates varying from 60 to 100 yen, depending upon the age and size of the car, for the first two kilometers (1¼ miles).

"Hidari (left), migi (right) and massugu (straight ahead) are three magic words which can save the commuter much in taxi fares," 1stSgt Drohan said, "provided, of course, that he knows where he's going."

The Corps' birthday ball is one of the major social events of the year.

The American Ambassador is guest of honor at this function and officiates in the annual cake-cutting ceremony.

For the Embassy Marines in Tokyo, the duty is a personal experience they will long remember after they are transferred to other posts and stations. For most of the men, the two-year tour ends too soon.

For Marines who can meet the requirements, 1stSgt Drohan asked us to include this suggestion: "Any of your readers who are interested in Special Foreign Duty should look up MCO 1306.2B dated June 2, 1959. The Corps has a continuing demand to provide enlisted Marines for special duty as guards for the United States Department of State's foreign service installations. This directive opens new avenues of world travel for interested men."

END



by W. W. Barr

Echoes From A Dusty Turntable

SINCE THE first blues theme was moulded in the heart and horn of some long-forgotten jazz man in Dixie and began its trip up north, jazz in our land has been on the move. We've had Dixieland, Kansas City style, Chicago style and big band jazz. More recently came the bop period and now it's modern, progressive or contemporary jazz; call it what you will.

Each jazz style has its detractors and defenders. Many people today are still in the 1920s in their taste for jazz, while some are with it, no matter how new or different. We'd imagine the largest percentage is somewhere in between. If you're in the group which likes its jazz as modern as tomorrow, check our first review:

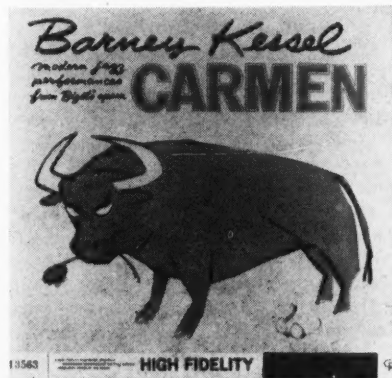
Jazz

Looking Ahead with the Cecil Taylor Quartet (Contemporary Records M 3562). No better title could be found for the Taylor crew. They are "looking ahead" with a vengeance—much farther ahead than your reviewer could always follow. There are six selections on this disc, with running time from five to 10 minutes each. Five are originals by Taylor, himself, and one is by Earl Griffith, who plays the vibes on the record.

Our reaction: Those who like the *really* modern stuff should not be without it, but if your jazz tastes are moderate, better steer clear. It's way out!

Barney Kessel Plays "Carmen" (Contemporary Records M 3563). One of the most popular operas ever performed, in the opinion of many, is Bizet's "Carmen." Here Barney Kessel and a stellar group of moderns, including Shelly Manne and Andre Previn, take Bizet's shady lady uptown and they pitch a real liberty. Highlights for us were "Free as a Bird," Barney's interpretation of the famous *Habenera*, and "Flowersville" an interpretation of Don Jose's aria in Act II of the original. This album is a real treat and we recommend it highly.

Beauty and The Beat—Peggy Lee and George Shearing (Capitol T1219). Recorded live during the disc jockey convention in Miami, Florida, in May of this year. Peggy Lee lends her usual sultry treatment to the lyrics while George Shearing, with his quintet following his lead as flawlessly as a crack Marine drill team, backs her up with the beat which has put him up in the front ranks of jazz. This one packs the gear; give it a listen.



Pops and Listening Music

Webley Edwards Presents Island Paradise (Capitol STAO 1229). If you've just pulled a tour of duty in Hawaii, or are about to leave for the 50th state, Capitol has come up with a great album for you. This is a recording of the authentic sounds and music of the Islands, recorded on the spot on Oahu, Hawaii, Maui and Kauai. Webley Edwards and his crew have recorded the sound, for example, of a huge outrigger canoe slicing through the surf with mikes fore and aft. They set up a battery of mikes to record the arrival and departure of the luxury liners in Honolulu Harbor. "Boat Day" (both arrival and departure) is nostalgic and true to life.

As a bonus befitting this album, Capitol went all out on the package. It includes a fold-out type cover with a 12- by 24-inch aerial color photo of Diamond Head. The editorial notes are by James A. Michener, author of "Tales of the South Pacific" and to top it off there is a 12-page booklet describing Hawaii, past and present, which tells the story behind each recording. The booklet is full of color photos of the beauties of the Islands.

Summing up—a fine album, gorgeous in stereo, and a treasure for anyone who likes Hawaii. (Also available in monaural).



Gather 'Round Tennessee Ernie Ford (Capitol ST 1227). Old Ernie gathers together a group of folk songs, not only of America but of other countries, and gives them the Tennessee Ernie treatment. "Brown's Ferry Blues" is reminiscent of Ernie's big hit "Sixteen Tons" of a few years back. Then there's the old lament that "21 years, boys, is a mighty long time." This is good Tennessee Ernie Ford, doing what comes "natchery." His fans will want this on the record rack. (Reviewed in Stereo—also available in monaural).

'Til next month—happy listening. . .

END

In Reserve



Edited by
ASSgt Thurlow D. Ellis



Eight members of the Minneapolis, Minn. MARTD, lined up before the paymaster for their first bonus

under the recent "Reserve to Regular" integration program. The group bagged a total of \$12,073.00

Photo by AMSgt F. B. Miezwa

"Perfect Marine" Promoted

A hollow-headed Marine who hasn't opened his mouth or closed his eyes since he joined Zanesville, Ohio's 77th Infantry Company, USMCR, was promoted to sergeant and had his chevrons sewed on by the unit's Inspector-Instructor, Major E. C. Carper.

And nobody doubted that he'd earned it.

In the four years he has been with the Company he has set standards which may never be equaled.

He's never questioned an order or

beat his gums about the chow. He hasn't drawn a cent of pay or taken a liberty. He's never banged an ear or bent an elbow.

He's been called, "the perfect Marine." In fact, he's so perfect he isn't human.

He is, if you haven't guessed, a mannequin, (he doesn't care for the word "dummy") donated to the Reserve Unit by a local store.

During his hectic cruise, the Sarge has been examined by youngsters in scores of Marine displays at fairs, exhibitions, festivals and other public

observances throughout southeastern Ohio.

I-1, 77th Inf. Co., USMCR

NROTC Sergeant Cited

AGySgt Jack W. Turner, assistant to the Marine Officer Instructor of Ohio State University's NROTC, recently was named "Serviceman of the Month" for the Columbus area. The designation, made by the Armed Forces Community Relations Council, is given to the one who "most closely typifies the best in a military man and who is



Official USMC Photo
Eleanor Bradley, "Miss Marine Air Reserve," would be welcome cargo aboard anybody's aircraft

also an outstanding citizen in his community."

Turner enlisted in December, 1942, and served with the First Marine Division in Korea, where he was awarded the Bronze Star, with combat "V," and the Purple Heart. Since his arrival in Columbus, he has been active in the Greek Orthodox Church, lecturing to young people on the obligations of service life, and helping to organize neighborhood clean-up groups.

Capt George W. Campbell
27th Infantry Co.
Columbus, Ohio

Field Problem

The 21st Infantry Co, USMCR, of Compton, Calif., conducted a vertical envelopment of a small Marine Corps Airfield near Newport, Calif., early in May.

The Compton Reservists were hosted by HMR-361, at the Marine Corps Air Facility in Santa Ana, during the "back-to-back" drill. After a brief orientation, and embarkation and debarkation drills, the 21st was lifted in HR2S helicopters from the Air Facility to a field about five miles away. Upon debarkation, the Reservists assaulted a hill which was defended by I-I Staff personnel.

21stInfCo, USMCR
Compton, Calif.

Big Thicket

In a recent operation at Daisetta, Texas, 100 members of the 6th Infantry Bn., on a volunteer, no-pay basis,

undertook a trail-blazing trek through the untamed swampy jungles of the Big Thicket.

Led by Bill Daniel, brother of Texas' Governor, Price Daniel, the Houston Marines plodded endlessly for two days through the dripping jungle teeming with water moccasins and mosquitos.

Many of the men making the trip wondered why Hollywood filmed their jungle pictures in Africa, for Big Thicket could offer the same terrain. In the 200,000 acres of Big Thicket which stretches from Daisetta to Sour Lake, there is a tangle of brush as dense as anyone could ever hope to find on the Dark Continent.

It was indeed a tribute to the Marine Corps Reserve that its' training program could produce men of the calibre of those 6th Infantry Bn Reservists, who made one of the toughest marches of modern time.

Combat veterans of Bougainville, Guadalcanal and the Korean conflict; and even the younger men who have received their images of what tough jungle-type life was like from books and movies were unanimous that this was it.

Although the distance from where the Houston Marines entered the Big Thicket at Daisetta, to where they again saw civilization on Sour Lake, was an estimated 20 miles as the crow flies, the Marines were not as fortunate as the winged black birds. Weather-beaten combat boots were relied upon to carry them through 40 miles of rain-swollen streams and mud holes.

Most of the walking was done in deep muck that took its toll of the hearty band. Trails the men cut through the Big Thicket were believed to be the first ever made by white men!

Indians possibly had been through there long ago, but none of the 100

Houston Reservists could believe it.

Mud-splattered, the marchers followed the horsemen of Bill Daniel's Plantation Ranch, who in turn followed the knife-wielding Marine point detail which hacked away continuously at the heavy jungle growth.

Every NCO had to account for three men at each break, for it was impossible for platoon sergeants or company commanders to backtrack for a check.

After fighting the jungle and swamplands for nine hours, the column was held up by the 14-foot deep Batiste Creek.

Bill Daniel, and Major U. W. Hardy, Bn. executive officer, managed to string ropes across the stream, affording the marchers a means of crossing the raging waters.

A camp was erected before night-fall. Wild boar killed earlier, in the swamp, was prepared for the evening meal by PFC A. B. Robbins, a butcher in civilian life.

By 2000 all sleeping bags were in use and even the threat of snakes, wildcats and wild boars couldn't keep the trail blazers from their much needed sleep.

After church services on Sunday morning, the men broke camp and started on the last leg of their journey. It got tougher as they went, for by noon, most of the drinking water was gone.

By 1630, the thicket thrashing Marines broke through at Grayburg on Sour Lake. On hand to greet the swamp-splattered, thirsty Reservists was the entire populace of the small, Big Thicket border town. The Grayburg Ladies Society served hot coffee, sandwiches and cookies to the men, but probably the most welcome refreshment of all was a large barrel of ice water.

AM5gt Ed Rudinsko
8th MCRD
New Orleans, La.
END



Official USMC Photo
Flame throwers of the 14th Special Infantry Company, New Jersey, directed their fire at a bunker during a field maneuver at Paramus

the attic

A PAGE FOR COLLECTORS

THERE ARE LITTLE bottles, big bottles, fat bottles, thin bottles, plain bottles, ornate bottles, cheap bottles and priceless bottles in what is widely acclaimed to be the world's most unique and largest sake bottle collection.

"I don't know exactly how many bottles there are here," comments the collector, Major General David M. Shoup, Commanding General of Marine Corps Recruit Depot, Parris Island, S.C., in describing his vast variety of sake warming bottles, family bottles and storage jugs.

MajGen Shoup was named recently by President Eisenhower as the Corps' next Commandant.

Sake, the chief alcoholic beverage of the Japanese, is a kind of beer made by the fermentation of rice grain. It is usually served hot.

The general's collection, which he started late in 1958 while serving as Commanding General of the Third Marine Division on Okinawa, fills shelves and boxes and crates. The colorful containers are to be found in his living room, his dining room, almost every room in his quarters.

They stand in military-like formation, rank upon rank in the general's garage. There are hundreds of them, and no two exactly alike. They range from the commonplace chinaware bottles found in any sake house in the Far East to museum pieces hundreds of years old.

MajGen Shoup has had a long-time fascination for Oriental art and culture. While searching for some bud vases, he found a sake warming bottle whose beautiful decorative design and shape intrigued him. His cursory interest soon led to a deep scientific approach in the study of the origin, manufacture and decoration of these Oriental pieces.

A bit of ancient Chinese folklore has it that the birds were actually the first producers of sake. According to the legend, the birds, in raiding the

fields, dropped bits of fruit and grain into pools of water. Some monkeys drank this water made potent by the fermenting kernels of grain—with the expected results. Human inhabitants observed the actions of the monkeys and tried some of the water.

From then on, they simply put grain in water to ferment and enjoyed the resulting product.

The validity of this story may be evidenced by the fact that the Chinese ideogram for sake is a combination of two characters meaning bird and water. Actually, no one seems to know to which country of the Far East belongs the distinction of having first developed sake.

Another school has it that the ideogram signifies that if a man drinks enough of this water, he feels he can fly like a bird. Most sake bottles have birds worked into the design or as integral parts of the vessel itself.

The original sake containers were gourds, and MajGen Shoup has several which date back hundreds of years. The gourd motif has been carried on in the shape of many sake bottles of later origin.

Asked about the estimated monetary worth of his collection, the general replied he wasn't prepared to discuss the intrinsic value of his collection. To him, each item represents a part of an ancient culture.

He is as much interested in the modernistic bottle which whistles when the sake is poured as he is in the big sake storage jug which was used by the ancestors of Iyokuju Funada of Kure, one of Japan's greatest living artists.

And how does Mrs. Shoup feel about the collection?

"Both the general and I are deeply interested in Oriental art. I find many of the bottles delightful . . . as long as I am not called upon to dust them."

With some 800 bottles in his collection at the present time, the general says that additions and replacements for broken items are hard to come by. However, he adds, "Some friends have promised to send some from the Orient."

When asked the most obvious question, MajGen Shoup said he'd not tasted any sake since his departure from Okinawa some months ago.

AMSgt C. F. X. Houts



MajGen David M. Shoup points to some of the items which make his 800-piece sake bottle collection unique and the largest of its kind

Official USMC Photo

monetary
general
discuss
tion. To
rt of an

in the
es when
the big
d by the
of Kure,
artists.
el about

e deeply
nd many
ong as I
ern."

s collec-
general
cements
ome by,
ds have
om the

us ques-
e'd not
eparture
go.
K. Houts



oto
ake
nd



Evy Norlund

Edited by
AMSgt Clay Barrow

BGen
LtCol
LtCol

BRINKLEY, Joseph C. Capt
VETTER JR, William J. Capt
CORRIGAN, Raymond F. 1stLt
GUTTERMAN, John D. 1stLt
STEINE, Donald 1stLt
MATTHEU, Glenn M. CWO

Placed On Retired List (Title 10, U. S. Code)

GLENNING JR, James I. LtCol
WHITE, Erwing F. Maj

Placed On Retired List (30 years)

E-9

RICHARDSON, John L. 222037 0398

E-7

PAGE, Joseph H. 222725 2131

Transferred to Fleet Marine Corps Reserve

E-9

CORBIN JR, William E. 274757 0799
DOWNING, Fred E. 282116 3599
GARDNER, Joseph S. 245540 6499
HARVEY, Robert R. 270423 9999
HUDSON, Herman D. 231966 0399
LAMM, Eldo L. 249433 9999
THEK, John R. 144608 9999

E-8

BARTOSIK, Frank J. 269705 6498
HOLLOWAY, John B. 279296 6498
HUDDLE, Lewis A. 241110 0398
LAMB, Thomas C. 250685 6498
LONG, Donald R. 269694 0398
MAYNARD, Daniel H. 262679 1898
MORRILL, Frederick 275028 0898
NICELY, Lee F. 281384 1169
NIELSEN, Clare W. 280159 0441
NISWANDER, Woodrow W. 280530 0398
SCHMIDT, John 265060 0398
SCHOFIELD, William R. 279229 3049
SHELTON, Harold E. 280857 1398
SNYDER, Ralph W. 281276 0398
TAYLOR, Vester E. 268733 1371

E-7

BACH, Lester R. 275553 0141
BAKER, Robert M. 280324 0431
BALAREZO, Paul L. 401272 6511
BARBER, Frederick E. 279037 2771
BARNES, Roger W. 272746 0369
BLAYLOCK, LeRoy 279704 1169
BOYD, Mose W. 280844 0369
BRANNAN, John W. 272205 0369
CHRISTENSEN, Irvine W. 282048 0141
COLLINS JR, Tilden J. 270027 2311
CONWAY, Lawrence M. 268103 3049
CRAIN, Warren T. 244257 0141
CURTIS, Louis N. 271013 5534
DUDLEY, Wendell P. 272803 0369
ESPPOSITO JR, Vincent J. 269813 3049
FERRELL, James O. 279984 1169
FIGLO, John J. 273456 0141
FLANAGAN, Eugene J. 262838 3537
GEDRICH, Leonard J. 279638 2771
GREEN, McKinley 280413 6413
GREER, Robert L. 271151 2771
HALL, Thomas W. 271808 3071
HAUSCHEN, William J. 279450 2771
HEMBY, Georgia C. 267105 3349
HOEGER, Joseph C. 248717 4621
HORN, William E. 281460 3049
HUDSON, Louis O. 258922 3371
JACOBSON, Raymond 282001 3061
JOHNSON, Irvin W. 227825 2311
JOHNSON, Timothy J. 239800 0141
JONES, Harry W. 273239 7113
KIRBY JR, Joseph F. 277622 6715
KUTSCH, Alfred O. 277392 6441
LAYTON, Johnathon C. 279494 3049
LEE, Robert J. 281264 4312
LESZUN, Paul P. 262465 0369
LIPPNER, Roberts A. 260749 3049
LOBECK, Frank F. 281512 3071
LOHRENGEL, George F. 281031 3361
MC ALLISTER, Jesse R. 240129 0141
MC CARTHY, Eugene S. 280054 0231
MC FARLANE, Jack D. 274976 3049
MC KINLEY, William E. 280180 3051
MARTIN, Frederic C. 279241 0111
MARTIN, John "L" 256280 6412
MENSCHING, Wilfred H. 280979 3049
MEBONI, Frank 280030 0369
MERRILL, Russell 280469 3087
MIKOLAJCZYK, Walter B. 282005 3049
MILLER, Jack "Z" 275161 0369
MOISAN, Albert J. 260502 0141
MORRISON, George R. 262771 0141
MORSE, Justin E. 259688 3049
MOUNT, Alfred W. 272866 0369
MOWREY, James W. 280203 3071

OCKENFELS, Wilbert H. 265912 0141
OWEN, Warren C. 272777 2771
PAUL, George 244355 3537
PEEPLES, Johnie "B" 269727 2645
PENSE, William A. 263261 3516
PHILLIPS, Alex 270219 3049
PICKETT, William R. 280005 0369
POOLE, William L. 281152 0141
POWELL, Theron 272470 3516
REESE, Horace J. 226515 3441
REID, Ellis F. 240043 6413
ROBERTS, Burton H. 281054 0141
ROBINSON, Augusta L. 279505 1841
ROWLEY, Theodore 280988 6413
SANDER, Derwood K. 278315 1169
SCARBOROUGH, Howard W. 231524 2645
SEVILLE, Charles W. 274328 2645
SEWELL, Frank W. 272225 0141
SMITH, Larry D. 279276 6413
SMITH, Siles C. 271115 3311
SMITH, Thomas E. 260471 3049
STOECKER, Russell L. 280394 6412
THOMPSON, Daniel L. 281234 0369
THOMPSON, Alvin L. 281727 1371
TREXLER, LaMar E. 275695 6412
TRIMBLE, Frank S. 281470 0141
TURNER, George H. 266940 3516
ULIN, Clovis R. 273201 0111
WALBERT, Herman H. 278242 0130
WALTER, Merton A. 272679 7141
WASDYKE SR, Thomas H. 271130 4131
WATERS, Barrett T. 247971 0369
WOOD, Jack W. 263002 0761
WRIGHT, George D. 281852 0369
WRIGHT, William P. 276347 0369

E-6

CLARK, Leonard P. 280958 3311
COOK, Wallace A. 280337 2111
CRAMER JR, Charles H. 273235 0369
DORAN, William D. 280967 2111
EDGAR, James F. 259732 3516
HAGADORN, Chester L. 281784 3049
LOY, Chester C. 274811 0811
MAZE, Ralph F. 262468 2529

MEULI, Norman W. 274622 3049
SEAY JR, Charles E. 281872 3516

E-5

BAUER, Gerald T. 263003 3516
BENNETT JR, William J. 255441 0369
CARTER, Roy L. 348869 2111
GOFF, Harold E. 278523 0369
PACE, Walter L. 291677 3061
SAMBOS, Wilbert G. 279223 0369
THAIRE, Grover E. 277115 0369
WAUGH, Clevern L. 280189 0369
WILSON, Chester W. 263695 0100

E-4

WHATLEY, Eugene 247893 3531

Place On Disability Retired List

E-8

COLLINS, Joseph P. 187920 3371
SCHOEN, Edward T. 306069 3516

E-7

CAIN, Jerry M. 574039 3049

E-6

BURTON, Frederick W. 884432 3049
STONE, Robert D. 405116 6731

E-5

SANTMYER, Carl F. 650222 2511
WHEELER, Herbert S. 427522 3516
END



ENJOY . . .

Leatherneck the year 'round.

REGISTER A SUBSCRIPTION

- ☐ New Subscription
☐ Extend my present subscription for the period checked

- ☐ 1 Year\$3.00 (Newsstand Cost 3.60)
☐ 2 Years\$5.50 (Newsstand Cost 7.20)
☐ 3 Years\$7.50 (Newsstand Cost 10.80)
☐ 4 Years\$9.00 (Newsstand Cost 14.40)

- ☐ Remittance Enclosed ☐ Bill Me Later

Name _____

Street _____

City _____ Zone _____ State _____

Mail To: LEATHERNECK Magazine
P.O. Box 1918
Washington 13, D. C.

SPORT SHORTS

by Sgt B. J. Eastburn
Leatherneck Sports Editor

Photos by
John Greensmith

NAMES IN SPORTS

At Camp Perry, Ohio, Marine **Walter Kamila** topped a field of 650 shooters as he became the first serviceman in 40 years to win the National Small Bore Rifle championship . . . Kamila, at 22, is also the youngest ever to win the title . . . He scored 6383 of a possible 6400 points.

Camp Lejeune fans, who have been treated to their best season of baseball, elected first sacker **Hal Norton** the Most Popular Player and hurler **Gerry Smith** Most Valuable . . . Norton, who edged veteran slugger **George Uremovich** for Popular Player, was runner-up to Smith for the MVP title.

Al Greer whipped through 72 holes with a nine-under-par 279 to win the Hawaii All-Marine golf championship at Kaneohe Klipper and Navy-Marine golf courses . . . The genial Greer carded a 10-stroke margin over **E. K. Allis** in second place.

After wringing out 4050 sit-ups in three hours and 13 minutes, ACpl **R. M. White** of "G" Company, Fifth Marines, is aiming for an even 5000 . . . His effort, which was verified by three witnesses, was accomplished without anyone to hold his feet.

AMSgt **John Boden**, pitching for Long Beach Naval Base, shut out the Pacific Reserve Fleet team of San Diego, to give Long Beach the Eleventh Naval District softball championship. . . Boden, who won five straight games in the tourney, including the 3-0 shutout, is with the 5th Communication Unit, Marine Corps Reserve.

AMSgt **Earl Russell**, the Corps' handball king, added still another title to his collection by soundly thrashing **Ben Agajanian** in the Santa Ana YMCA Handball tournament. . . Russell won two of three matches over the National Football League star.

Pete Cherinko, Camp Pendleton's taciturn relief pitcher, is nearing 12 years of Marine baseball. . . Now

a youthful 39, Pete can still impress big league scouts with his mound savvy.

The Marine Corps' "Blue" team in the National Pistol Matches at Camp Perry didn't have anything to be "blue" about when they won the National Trophy Team Match with a five-point bulge over the second place team. . . Members were: **Bob Her- rington, Donice Bartlett, Bill Mc- Millan, Jr., Robert Jones** and **Thomas Mitchell**.

Brigadier General **Ronald D. Sal- mon** was guest of honor at a banquet for participants in the 4th All-Marine Swimming and Diving Meet. . . Gen Salmon is CG of El Toro Marine Corps Air Station, where the meet was held.

Sportsman "Cheesy" Neal, one of the Corps' best known athletic figures, will become civilian assistant to the graduate manager of San Diego State College after he rounds out his "Thirty". . . Ready to welcome "Cheesy" at San Diego State is **Spence Gartz**, former sports editor of *Leatherneck Magazine* and now Athletic Publicity Director for the "Diablos."

An upset victory over Navy gave the All-Marine Tennis team possession of the prized Leech Cup in the Inter-service playoffs at Quantico. . . The victory, sparked by Captain **King Lambert**, was the first time in the 35-year history of Interservice tennis rivalry that a Marine team claimed the cup.

PFC **James Basil**, of the Parris Island Recruit Depot's Physical Training Unit, was a competitor in the "Mr. America" contest at York, Pa. . . A native of New Jersey, Basil won the "Mr. Physical Fitness" title at the All-American Weightlifting Championships in Oklahoma City last Spring.

One of six outstanding skeet shoot- ers to represent the U. S. in the Pan- American games last month at Chicago was Major **Oliver R. Davis** of the

Marine Corps Air Station, Quantico. . . Maj Davis, who has been shooting in competition for only 11 years, won the all-gauge championship in the World Military Invitational Skeet Shoot at Lynhaven, Va., last July.

One of four men to represent New River Marine Corps Air Facility in the All-Marine Swimming and Diving Meet, **J. P. Jones** set a new A1Mar record of 1:21.1 in the 100 meter breast stroke and won the 200 meter event. . . A 1957 graduate of the University of Denver, Jones was the only competitor in the meet to set a new All-Marine swimming mark.

Captain **Hal Glasgow**, the person- able manager of Camp Lejeune's base- ball club, received a Certificate of Appreciation from three commanding generals in a pre-game ceremony at Harry Agganis Field. . . Signed by Major General **J. C. Burger**, Brig- adier General **S. S. Wade**, and Brig- adier General **Leonard Chapman, Jr.**, the certificate honored Glasgow for his success with the Lejeune nine this season and in 1958. . . Mrs. **Carol Glasgow**, the Captain's wife, was also honored with a gift of roses.

FORMER MARINES

One of the "Big Three" in the Montgomery (Ala.) Rebel batting order, **Pete Walski**, became the first member of the club in five years to hit 21 homers in a season. . . Walski, who made All-Marine quarterback with San Diego in 1957, joined the Mont- gomery club last Spring.

Jerry Coleman, a Marine veteran of World War II and Korea, and more recently a Yankee second baseman, is now personnel director for the New York Yankee Farm Department.

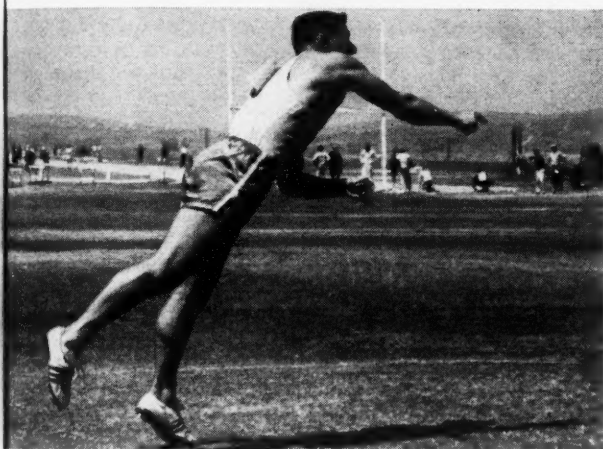
A star hurler with the Hawaii Ma- rines last season, righthander **Bob Duliba** is having a promising year with the Omaha Cardinals of the American Association as a relief pitcher. . . The Omaha club is af- filiated with the St. Louis "Cards."



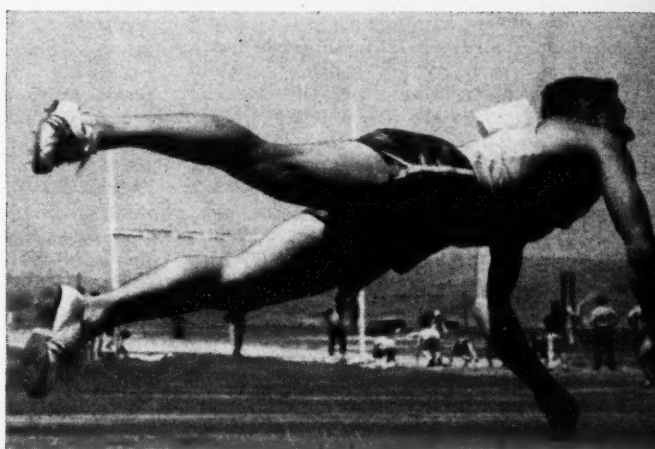
1



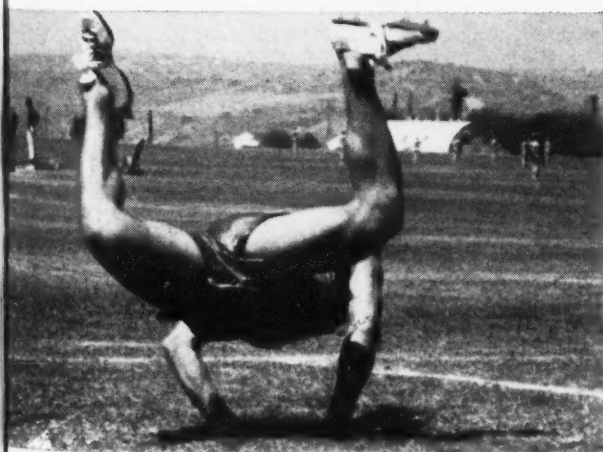
2



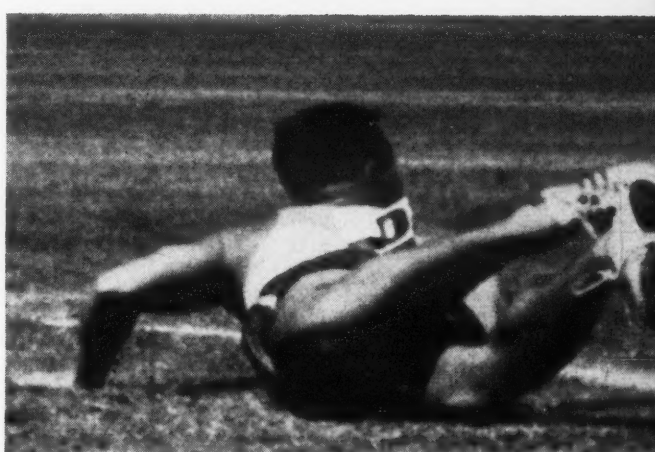
3



4



5



6

Al Cantello, All-Marine javelin champ from Quantico, displays the form which he used in setting a new world's record of 282 feet, three and one-half inches during the Compton Invitational meet in June

A five-man Parris Island Recruit Depot skeet team won the South Carolina state championship for the second consecutive year in a shootoff at Spartanburg . . . Sparking the Islanders

was Major **R. S. Eason**, who dusted 100 straight birds to win the All-Gauge title.

Before coach "**Hap**" Spuhler's Marines took over the lead in the serv-

ice division of the Hawaii Major Baseball League, the club had trailed arch foe SubPac for more than two months and had lost five straight games to the Raiders.

END

YOKOSUKA

[continued from page 79]

Japanese and an excellent way to warm up in the Wintertime. Approved houses must have some means of heating water.

"An unforgettable experience" was the way several Marine wives described private rentals. Despite advance warnings of hardship, they believed that "anything is better than separation." Couches, easy chairs, beds, chests of drawers, dining tables, chairs and the like can usually be obtained from government furniture issue for private rentals which are seldom furnished with any type of fixtures. Sewing machines will come in handy for the little woman. Seamstresses are available for reasonable salaries.

The current in Japan is fluctuating 100-volt, 50-cycle. Electric clocks are of no use. However, most radios work, as do phonographs, sewing machines, washing machines, mixers, etc. Those individuals, long accustomed to electric shavers, will switch to the safety razor soon after arrival because of the low current. "Bring the electrical devices you have," 1stSgt Bean said. "Don't buy any new ones."

Maid service is a blessing and a real help to newcomers. Most Japanese girls speak understandable English; some are excellent cooks and nearly all enjoy taking care of children. A full-time maid who "lives in" and works six days a week is usually paid between \$14 and \$33 a month.

Dependents may employ Japanese servants at their own expense through the local Labor Office. The Japanese wage scale usually justifies servant hire depending upon particular needs. Although no provision is made for housing of servants, many quarters may accommodate one.

Use of the Commissary Store is one of the important factors in maintaining an American family in Japan. Built along the lines of a gigantic supermarket on a lot the size of a football field, the store sits squarely in the middle of the dependent housing area. One limitation; there is a ceiling on the amount of money that can be spent for food each month. It is high enough, however, so that for practical purposes it does not exist. The limitations are \$65 for one person, \$110 for two, \$140 for three, and \$30 for each additional person. The average monthly accounting for two people is around \$70 a month.

Cigarettes are the only item rationed and these are limited to a generous two cartons a week, hardly enough to put a crimp in anyone's smoking habits.

Milk is brought over from the States in powdered form and is recombined by American-operated plants in Japan. The newcomer will notice a slight difference in taste, but it is very palatable and has the same vitamins, butter content and proteins as that which comes straight from the cow. Local pork has a fish flavor which becomes quite evident when cooked; however, Japanese steak is among the world's best. It's called Kobe beef. These animals live a life of luxury, carefully watched to see that they don't develop stringy muscles, and they're fed the finest fodder.

Men's clothing, both tailor-made and ready-made, can be obtained locally at prices below those at home. Sport clothes predominate in every day dress; formal attire is seldom worn. Women's shoes seem to wear out twice as fast in Japan than in the States. Walking shoes are a must. Due to rough sidewalks and the large amount of rainfall, the life of a shoe is cut in half.

It is essential that wives who plan to live in private rentals be equipped with warm clothing for the Winter. For Summer, a generous supply of easily laundered cottons is desirable. Mildew, caused by the extreme high humidity during the Summer, can be highly destructive to clothing, leather articles and fine furniture.

Japanese families are large and because of this small tots' clothing is more than ample and reasonable on the civilian market. The slightest purchase in any store will find your acquisition wrapped in paper of excellent design, usually bright and amusing.

"It is profitable to buy things in Japan, use them in Japan and then take them home with you," 1stSgt Bean

said. "Most items are priced so low that one can't afford not to buy. As a general rule," he added, "the new arrival doesn't have during his first year in Japan. He (or she) buys needlessly because of the bargains—not because of need. The second year, he gets tight-fisted and buys only necessities."

An excellent elementary school (grades one through eight, including kindergarten) is located at Fleet Activities. High school children go to the Army-operated high school at Yokohama. A parochial school is also available at Yokohama. Navy school buses make regular trips to Yokohama, picking up children living in Kamakura, Zushi, Hayama, Hakkel-En and Yokosuka. Although there is no dependent college system provided for, there are local colleges which admit students for part- and full-time study.

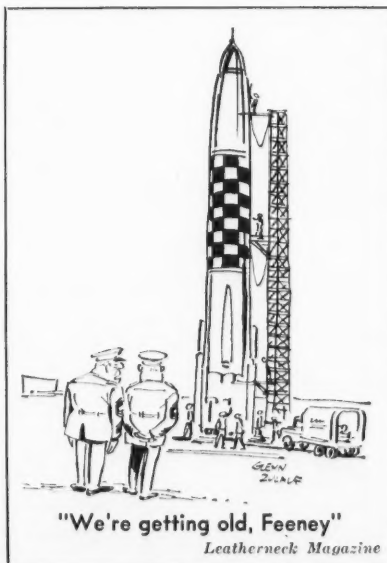
Available medical service at Yokosuka Naval Hospital includes surgery, pediatrics, obstetrics, optical care and all other fields of medicine. Dispensaries are located at or near all housing areas. Local programs are always in effect regarding diseases, epidemic and pest control. Dentistry is available.

Working at the hospital as Marine Liaison NCO was ASSgt Kenneth E. Grams. He's assisted by ASgts George G. Wood and Gilbert A. Baqui. Their main job is to help Marine patients with pay problems, paper work, etc.

Although most private rentals are located only a few miles from the individual's duty station, commuting is a major problem. Rough, narrow roads and congested areas, peculiar to Japan, make traveling tedious and time-consuming. In some areas bus or train service is not readily available.

To those who plan to live in private rentals before government quarters become available, an automobile is almost indispensable. If possible, it is a good idea to ship the car in advance of departure from the States so that it will be in Japan when the family arrives. Automobiles should be in first-class condition prior to shipment. While replacement parts can normally be procured in Japan for the popular makes of cars, occasionally they may not be available. Japanese roads are in poor condition and deterioration of an automobile will be greater than normal. Said one Marine, "The poorest back-road trails in the U.S. are far superior to the Japanese roads. Away from cities, it's not unusual to fall into chuckholes every few yards."

At first, wheeling down the left-hand side of the road will make a driver (and passenger) nervous, but after a few weeks, the habit becomes second nature. Speed, as we know it, is impossible. Tops is 35 mph, but an excess of 15 is (continued on page 94)



"We're getting old, Feeney"

Leatherneck Magazine

BULLETIN BOARD

Compiled by AMSgt Francis J. Kulluson

BULLETIN BOARD is *Leatherneck's* interpretation of information released by Headquarters Marine Corps and other sources. Items on these pages are not to be considered official.

Veterans Administration Establishes New Committee

Establishment of a new agency-wide Veterans Administration committee to make an extensive study of medical, social, and economic problems of aging veterans has been announced by Sumner G. Whittier, Administrator of Veterans Affairs.

Under chairmanship of the VA Deputy Administrator, the Committee on Aging will coordinate the VA's many activities and programs in the field of aging with other agencies and will make recommendations to Mr. Whittier for carrying out the nation's responsibilities to its aging veterans in the future.

As the VA Administrator and member of the cabinet-level Federal Council on Aging appointed by President Eisenhower in March, Mr. Whittier is responsible for furnishing leadership in the field of aging.

The Council is charged by the President with aiding the various Federal agencies in improving the effectiveness of their programs in the field of aging and with assisting the Secretary of Health, Education, and Welfare in planning and coordinating the White House Conference on Aging to be held in January, 1961.

The problems the VA is facing in regard to care of aging veterans are identical with the problems faced by the nation in regard to the over-all aging of the population.

In recognition of the importance of medical problems to older veterans, medicine has been given major representation on the new VA Committee on Aging.

Of the 31 members, all drawn from higher staff levels of the agency's departments and divisions in Washington, D. C., 15 are from the VA Department of Medicine and Surgery.

Voting Information

Marine Corps Order 1742.2 establishes a Marine Corps Voting Program and places certain responsibilities on Commanding Officers to provide eligible personnel with an opportunity to vote. The results of the 1958 Voting Program revealed that lack of information about local candidates and local issues was cited by many individuals as their reason for not voting.

The League of Women Voters has offered to provide non-partisan information about candidates and issues. To receive information about elections in a particular state, individuals should write to the state president of the League of Women Voters, enclosing a stamped self addressed envelope.

MCO 1742.2 lists each state and the name of the state president.

Career NCO Officer Program

NCOs in the grade of E-4, and above, who meet the basic eligibility requirements, may apply for commissions in the Marine Corps through the "Career NCO Program."

Applicants must be at least 20 but less than 29 years of age as of July 1 of the year in which

TURN PAGE



Leatherneck Magazine

BULLETIN BOARD (cont.)

scheduled for commission.

Qualified NCOs who are high school graduates must attain passing scores on the Officer Selection Test and a Military Proficiency Examination. Those who have completed a four-year course at an accredited college or university, obtaining a baccalaureate degree, are administered a Military Proficiency Examination only. Both tests are given in December of the year of application. Subjects covered in the Officer Selection Test are English, social studies, natural sciences, and mathematics. The Military Proficiency Examination covers general military subjects.

Candidates may be married or single. They must not have failed previously to complete successfully an officer candidate course or an officer candidate screening course.

To qualify, applicants must have completed not less than three nor more than eight years active

service on the date of application. Outstanding NCOs with over eight years service may be considered if waiver of this requirement is recommended by their commanding officers.

The program requires that an applicant's enlistment must not expire prior to June 30 of the year following the year of application. Final determination of physical qualifications is made by the Chief, Bureau of Medicine and Surgery, Navy Department.

NCOs selected for the program attend a 10-week officer course at Marine Corps Schools, Quantico, Va. Upon completion of this course, they are commissioned as second lieutenants in the regular Marine Corps and are assigned to the Basic School for officer training.

Applications are accepted between May 1 and November 1 of each year.

USAFI courses are available to assist prospective applicants in accomplishing the basic educational requirements and in preparing for the preliminary examination.

MCI Courses

The Marine Corps Institute has announced the opening of a new correspondence course, DISBURSING FUNDAMENTALS, 34.1. This course is for Marines assigned the MOS, 3421 (Disbursing Man).

This course will prepare Marines for duty in the various sections of a disbursing office by providing a working knowledge of pay records, travel, fiscal and public vouchers. Before enrollment in this course, students must complete MCI course PAY AND ALLOWANCES, 01.11a, or have one year's duty in a disbursing office.

The course consists of 10 lessons with 80 study hours. Reservists will earn 27 credits upon completion.

This is the first of two MCI courses for occupational field 34. The second course will cover advanced disbursing.

Another new course is ORDNANCE MAINTENANCE OF OPTICAL INSTRUMENTS AND SIGHTING MATERIALS, 21.17, for Marines assigned an MOS of 2171 (Optical Instrument Repairman), grades E-4 to E-7.

This course provides instruction in maintenance procedures common to all optical instruments and sighting equipment. Included are lessons on cementing, cementing, and coating of lenses and prisms, as well as the maintenance of worn gear mechanisms, and special tools and fixtures used by the optical instrument repairman.

It is recommended that the student complete MCI course 21.6, ELEMENTARY OPTICS, before enrollment in this course.

There are six lessons with 22 study hours in this course. Reservists will earn seven retirement

credits upon completion.

There are seven additional MCI courses for the Optical Instrument Repairman:

21.10 BINOCULARS

21.11 ORDNANCE MAINTENANCE OF THE M4 SIGHT AND M34 SIGHT UNIT

21.15 ORDNANCE MAINTENANCE OF THE AIMING CIRCLE M1

21.16 ORDNANCE MAINTENANCE OF THE BC TELESCOPE M65 WITH EQUIPMENT

21.18 ORDNANCE MAINTENANCE OF THE RANGE QUADRANT M4A1 AND PANORAMIC TELESCOPE M12A7 SERIES

21.25. ORDNANCE MAINTENANCE OF THE STRAIGHT TUBE TELESCOPE AND THE GUNNER'S QUADRANT

21.26 ORDNANCE MAINTENANCE OF RANGE-FINDERS AND ASSOCIATED EQUIPMENT

AN/MRC-62 and 63, 27.12 is a new Marine Corps Institute correspondence course for Marines with an MOS of 2761 (Radio Relay Technician). This course covers the theory of circuits in a multi-channel radio relay system, and contain instructions necessary for the installation and repair of the radio and telephone equipment.

PROTECTION FROM BIOLOGICAL WARFARE, 57.4, is another new course offered by the Marine Corps Institute. It is designed for Marines assigned the MOS of 5711 (Atomic Biological, and Chemical Specialist).

Instruction covers biological agents of military significance. Upon completion of this course the student will be able to perform sampling and decontamination measures on terrain, equipment, supplies, and personnel contaminated by these agents.

BLACKIE

[continued from page 51]

for you and then have them cleaned."

"Please do," I said wearily, "and take the dog with you. I'll sit right here and wait for Mr. Ferguson and the others."

"Dog?" he queried, "what dog?"

He was right . . . Blackie had slunk off.

"No matter," I countered, "I've had enough shooting for the day. I'll walk up with you."

We hadn't gone a hundred yards when the civilian "colonel" hailed me.

"I'll go on up with the birds," said the company man.

"Any luck, Chipmunk?" asked the "colonel."

"Fraid so . . . I'm finished and about to go up and get a beer."

"Half a mo, then," he grunted. "I've got three and only need one more . . . there's another now!"

He dashed off to a patch of brush and there was a series of shots. I waited expectantly and a minute later he came out empty-handed and frowning.

I was about to offer my condolences when I felt a nuzzling at my feet and looked down to see Blackie with another cock pheasant.

"You mutt," I growled, "can't you bring back any three-dollar birds?"

"Got another one, I see, hey Chipmunk?" said the "colonel."

"No, sir," I told him, "I didn't shoot. You must have brought this one down with your third shot and the dog brought it back here."

"I only fired twice," he said grimly, "and I know I missed! It's no use, you experts . . . you sports columnists, trying to fill our bag! I'll go home with only three before I accept charity from you!"

"But, sir . . . it's only a 500 circulation . . . and I'm really no expert . . ."

The "colonel" stalked off.

I walked up the hill, carrying the last bird, and went into the office.

The rest were there and I took heart when I found that none of them had shot the limit of four birds.

"I brought back a total of seven," I stated to the manager, "so just take three off that total and add it to some of the others who didn't get their limit!"

"But that is not sportsmanship, sir," said the manager. It is true we guarantee every gentleman four birds . . . we make up the difference from our

deep-freeze . . . I'm sure none of these gentlemen would want to deprive you of the birds that fell to your own skill!"

They all muttered an envious assent and I consoled myself with the fact that the \$23.10 the "Ball and Chain" had given me, plus the \$20.00 holdout I had, less \$15.00 for the three extra birds, would still leave me \$5.00 to spend at the Service Center on the way home as I displayed my birds and told a few lies.

Then the manager spoke again.

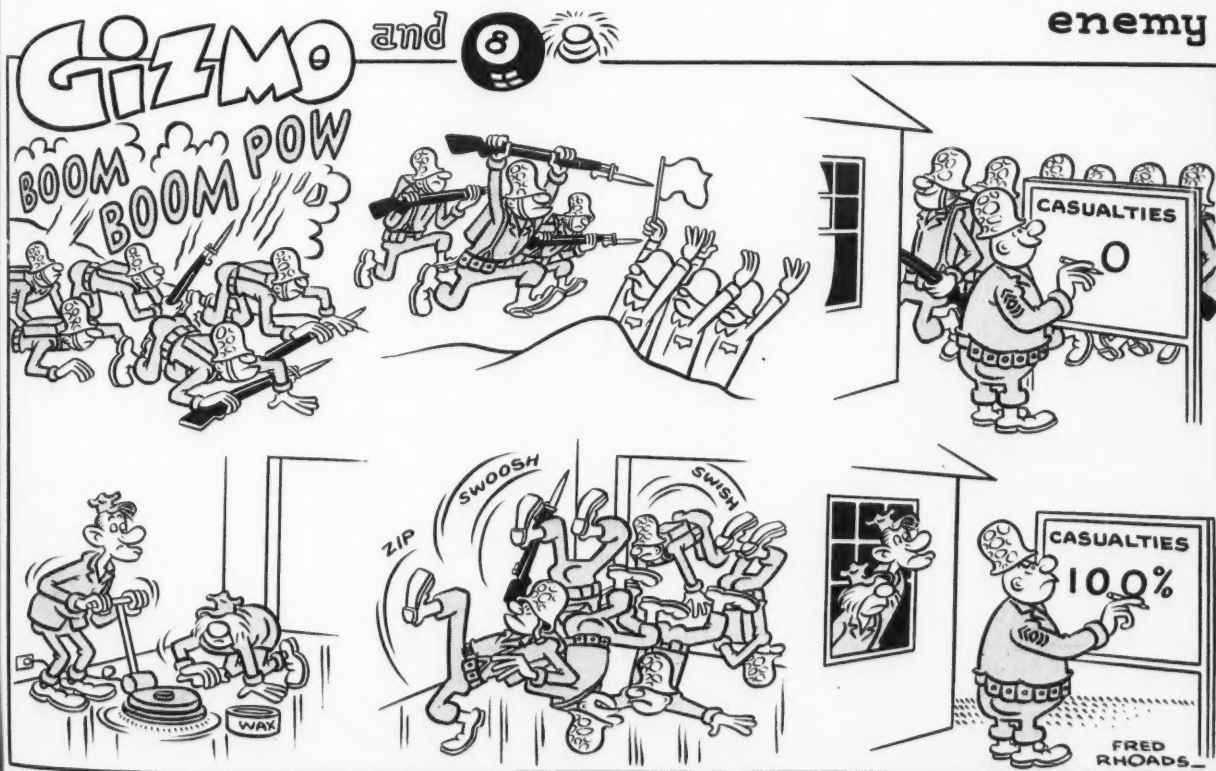
"And Sir," he said, "you were in error . . . that was not seven birds you shot! It was eight birds . . . That will be \$23.10 for the base price and an additional \$20.00 for your four extra cock pheasants. Here is your faithful dog now bringing in the last of the cripples . . . wasn't she with you all day, sir?"

She was, and she laid another cock pheasant at my feet. Being stony broke at this point, I went straight home, bypassing the Service Center and my frau was delighted to get all those birds for so little money.

But the next morning the Ladies Aid rang the doorbell and requested a contribution from me for "Be Kind To Animals Week."

I told them straight out.

"I have already contributed." END



YOKOSUKA

[continued from page 90]

unusual due to the congestion caused by bicycles, oxcarts, pedestrians and children playing in the street.

Many of the Japanese do their traveling by foot. They also use cars and trucks even smaller than British Austins, but they make all long trips by rail. Although Japan is smaller than California, it has twice California's mileage in railways.

The newest trains are equipped with individual radio ear plugs at each seat where one has a choice of two stations—hot and cold running music. On first boarding one of these trains, this writer did not realize they were radio-equipped and was concerned about how many Japanese required hearing aids.

For the sightseeing Marine, the Yokosuka train station is the gateway to all the other points of interest in the Tokyo Bay area. It's located about six blocks from the main gate. The trains run by electricity and have a reputation for being fast and prompt.

At nearby Kurihama, the visiting Marine will find a large park and monument marking the landing place of Commodore Matthew C. Perry, USN, the leader of the "Black Ships" and self-styled "Admiral of the Ocean sea," who broke Japan's isolation in 1853 and introduced her to the modern world. The Great Buddha or "Daibutsu," beloved by the Japanese and honored as one of the great treasures of the country, sits serenely in historic Kamakura. Perched high above the sea, this ancient bronze

statue has survived gigantic tidal waves which washed away the shrine in which it was housed.

The Yokosuka Naval Station offers what is probably one of the most complete recreation programs in the U.S. Navy. On the base itself are facilities ranging from a 16-lane bowling alley to a 50-foot excursion boat. In between, is a list of activities which reads like a Special Services officer's dream.

The recreation building is the hub of after-hour relaxation for both Marines and Sailors. It houses a hobby craft store, woodworking shop, hi-fi shop, ceramics shop and department for model boatmaking, shellcraft, metalworking and leathercraft. Also available are a music listening room, the station library, hobby Photo lab and a recreation hall for pool, ping pong, shuffleboard and cards.

Swimming, tennis, softball, football, basketball, roller skating, etc., are only a few of the many other types of recreation available. Educational groups are frequently formed to study the arts and sciences, including flower arranging, language and the Japanese dances. Station teams conduct athletic programs of semi-pro caliber the year-round for interested participants and spectators.

For the stay-at-home, radio and television programs are available. Teenage clubs, a complete Scout program, drama clubs and various educational programs are offered the younger set.

During the Winter months, when the swimming pool is closed, it is stocked with trout. Fishing is allowed and a lucky angler is charged 30 cents for each fish snagged. When this activity first began, about a year ago, a Sailor was spotted fly casting from the diving board. The Marine guard was alerted to "take charge" of a person who had obviously flipped his lid. Arriving at the scene, they found the man sane; fish were swimming about in the cold water and the sign read "Fishing Allowed." Until then, the stocking of the pool had been kept a secret.

One of the easiest ways for a newly arrived wife to find her way around is to visit the Women's Clubs. Members usually know the best bargains, the easiest solution to private rental housing and generally have a stock of particularly useful information. Club programs often include special tours, interesting speakers on local customs and classes in painting, doll-making, knitting, sewing, etc.

Both the officers and staff NCOs are enjoying a stepped-up social life in Yokosuka. Dinners are held after each Sunset Parade and SgtMaj Emigh calls Mess Night to order once a quarter. A departing comrade is always presented with a traditional "honey bucket." The newly promoted always buys the

champagne.

There are many fine nightspots in Yokosuka. They offer both American and Japanese jazz, as well as good food and drink. The local government issues certificates of cleanliness to eating and drinking establishments. Any bar or restaurant not having a "Class A" sign is automatically "off limits" to service personnel.

Golf courses are distant and are usually quite crowded, however, some fine courses are available. Hunting is also considered good. Guns are provided by Special Services, and hunting parties are conducted during the seasons. Fishing, fresh and salt water, is only fair.

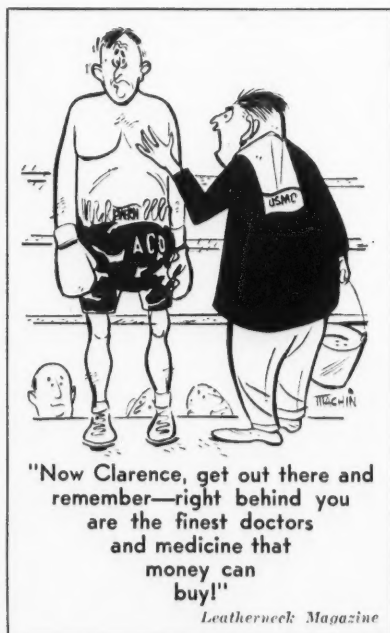
The Yokosuka EM "Club Alliance," the Navy's largest, is located in downtown Yokosuka, three blocks off the main gate. It's a city landmark and offers numerous facilities, chief of which are the ship's store, snack bar, top three lounge, gym, steam bath, yen exchange, barber shop, party rooms and free movies.

Everywhere in Japan, Marines seemed to be helping the less fortunate Japanese. At Ninomiya, 30 miles from Yokosuka, the Barrack's Marines are lending a hand to the Shensin Orphanage. This assist began about eight years ago and it was climaxed in 1956 when \$1000 was presented to build a new dormitory. Each Christmas, clothing, school equipment and toys are handed out to the 68 Japanese orphans. At least twice a year, they are invited to the base to witness Marines on parade.

1stLt Hanneman is the unofficial Barrack's orphanage officer. He makes trips to Ninomiya at least once a month to pass out clothes, toys, etc. In fact, he got so wrapped up in this outside activity that he did what one might expect. In April of this year, he adopted a six-year-old girl from the orphanage. The lieutenant is the Barrack's civil police liaison officer.

The pros and cons to duty in Japan are strong anyway you look at them. In regard to housing, a good deal can be said against the long waiting period for government quarters, poor roads, sub-standard sanitation in town and the nuggy hot or bitter cold weather. However, speaking "side-mouth" or "back-side" as the Japanese say, it will give the Marine (and his dependents) a wonderful opportunity to learn the customs and ways of a people of another race.

As for the Marines presently at Yokosuka performing the vital security mission for the Fleet Activities and surrounding area, it tops them all. Most of them wish their records would be lost so that they could remain indefinitely in Yokosuka.



"Now Clarence, get out there and remember—right behind you are the finest doctors and medicine that money can buy!"

Leatherneck Magazine

Gyrene Gyngles

The Flag

On holidays we often see
The Stars and Stripes displayed
Or carried on the downtown streets
When troops are on parade.

And patriotic citizens
Will fly the Colors high
To catch admiring glances
From the folks who pass them by.

But still there are so many
Who have failed to see the light
Forgetting those who sacrificed
Their lives in freedom's fight.

And basically that flag's the same
Which flew on San Juan Hill
And carried by the Dough-Boys
Who were chasing Kaiser Bill.

That flag has seen the Solomons
In the Fall of Forty-Two
And raised again at Iwo
When campaigns were almost thru.

In the Middle East and Europe
U. S. soldiers ran it high
And the Navy had it whipping
From their masts as ships passed by.

U. S. Airmen and the Coast Guard
Took that flag to distant lands
And Leathernecks protected it
From many foreign hands.

It was taken to Korea
When the U. N. needed aid
Men defended it with courage
But with lives, they often paid.

They returned it from the Chosin
Wet from snow and drops of blood
But they brought it out with honor
Down to Hungnam, thru the mud.

We have kept it thru their efforts
But have added two more stars
And it's still the same Old Glory
Carried home from hard-won wars.

So when holidays are passing
Get a flag for all to see
And display it as an honor
In the cause of liberty

Harry A. Koch

Promise Fulfilled

Back in the days when my PFC
And I at first were wed,
"Maybe I'll not shower you with diamonds,
But I'll love you always," he said.

Now as my Marine has climbed in the
ranks
He's been a perfect spouse all the way;
But here's a strange little quirk of fate—
who wears the diamonds today?

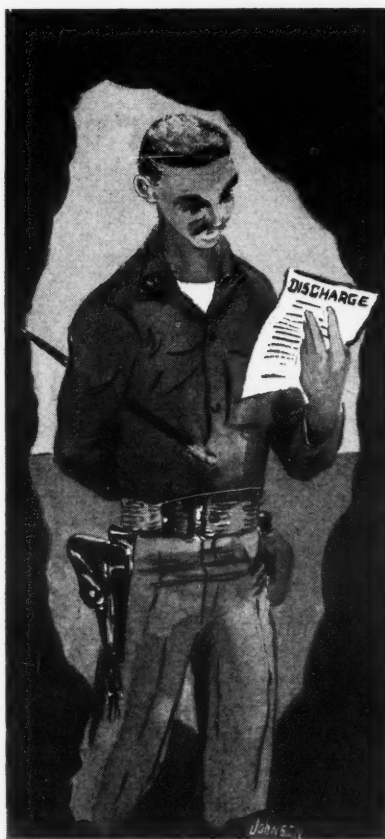
He does! You see, a Selection Board
Picked my Marine for E-8.
"Because of your outstanding service,"
they said,
Six stripes and a DIAMOND you rate!"

Mrs. Joseph Cook

A Marine's Gold

The years have swiftly slipped away,
And his days in the Corps are thru.
Yes—this is the long awaited day,
When he starts his life anew.

The "Cold Outside" is a new challenge
to meet,
On the day on which he will retire.
And, another Marine who knows not
retreat,
Sallies forth to set the world afire.



Now, the chances are that he'll not go far,
Before he props his feet on a stool.
And over a long tall beer he'll tell the bar,
About the Marine Corps of the "good ole
school."

To a wide-eyed boot all eager to fight,
He'll relate tales of the days of old.
Of battles won, of a liberty just right,
To him—stories more precious than gold.

J. Q. NeSmith

Aussy

Oh I wish I were in Aussy,
where the bushland breezes blow.
Oh I wish I were in Aussy,
where the darlin' Lilies grow.

I'm lonely for the Kucaburras,
gleeful mockeries.
And hungry for the musty scent,
of ancient Blue Gum Trees.

God, let me walk the quiet sand,
along a sea of blue.
Let me see the Southern Cross,
and be alone with you.

Mrs. Joe Cole

Marine Lullaby

Sleep, little Leatherneck, slumber deep;
Over your safety a vigil they keep,
The gallant men who are called Marines.

Eyes scan dark skies through a lonely
night;
Planes make their silver, shining flight,
At home and in far-off foreign scenes.

And that Marine whom we love best;
Smiles as he pictures your peaceful rest,
Knowing the men who keep it secure.

Soon he'll return to his little one;
When his overseas tour is done,
To work at home and help peace endure.

So sleep well, little Leatherneck,
and sleep, sleep, deep;
While valiant Marines their vigil keep.

Mrs. Mary Peart

Marines

What are they made of?
It's really hard to say.
It can never be determined,
There really is no way.

Marines are speedy on the spot,
They really come on rough.
They receive good combat training.
That's what makes them tough.

Tactics change from year to year,
They fight in mud and sand.
The going's hard, the chow is scarce,
But they respond to stern command.

In the past they've proved their worth,
That no one can deny.
They've won on land and choppy seas,
And are prepared to clear the sky.

In the future as in the past,
They'll play a vital role.
In defense of home and country,
They'll give their life to reach this goal.

I'm a member of this team,
I contribute my small part,
To make the Corps the best on earth,
Is a wish that's from the heart.

Charles E. Robbins



THE CHEMICAL WARFARE SERVICE: Organizing for War, by Brophy and Fisher, Office of the Chief of Military History, Department of the Army. Price \$4.00

During World War I, the general employment of toxic munitions made it necessary for the U. S. to protect its military personnel against attack by gas, and to furnish a means for conducting gas warfare itself. Even though there was a postwar revulsion against the use of gas, this was in no way a guarantee that it would not be used in other wars to come. Therefore, in order to maintain readiness for gas warfare, Congress authorized the retention of the Chemical Warfare Service as a small but integral part of the Army organization.

During the period between World Wars—and police action conflicts—the Chemical Warfare Service continued to develop, test and produce not only anti-combative chemical agents; but also to study and procure protective measures for future defense and retaliation.

In the Technical Services Book; *The Chemical Warfare Service: Organizing for War*, the authors were able to bring to the average military reader, a technical treatise, but written with such simplicity that the layman can read and interpret its text and illustrations.

Thurlow D. Ellis

TARGET FOR TOMORROW, by Dr. I. M. Levitt, Fleet Publishing Corporation, New York, N. Y. Price \$4.95

In our present day world of possible space travel to the moon and stars, it is imperative that we better understand a little about the make-up of the unexplored area surrounding our earth, and even a little understanding of mother earth itself.

In *Target for Tomorrow*, Dr. Levitt explains in the first three chapters, the make-up and composition of the earth itself, and then the void surrounding the earth, and how this void must, and can, be broken.

He explains the various layers of air we must penetrate in order to reach distant planets, or celestial bodies, and how the different layers affect our future travel.



After briefing the reader on the local situation, Dr. Levitt then prepares for his travel to outer space, and a comprehensive study and explanation of space travel, rockets, satellites, missiles and space stations enter into the picture.

Dr. Levitt has written one of the most complete and interesting works on the future of space travel to date. It is scientific fact, but written in such a manner that anyone with a moderate education or a college degree will find it interesting and informative.

Readers receive a better understanding of future rocket power, nuclear energy; the nuclear rocket; solar sailing; and the ion rocket.

Artificial satellites such as Sputniks, Vanguard, and Explorers are studied along with instrumented and uninstrumented satellites; manned satellites and their return from outer space.

Much information regarding space stations and observatories in space, plus Romick and Griffith designs are put before the reader. Radiation, meteoroids, acceleration and weightlessness are described as are other hazards in space.

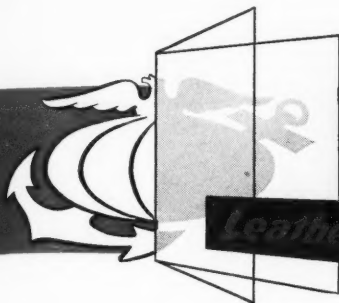
Dr. Levitt tells of the concept of a space suit, and its criteria—a special interest to our present-day pilots.

Each lay reader will find by reading this book that he not only has a better understanding of the small body we live on, but the bodies revolving around us, and the bodies we someday hope to conquer through space travel or exploration.

A leading pioneer in the science of space travel, Dr. Levitt was encouraging governmental activity in the space program long before it began. He is the Director, Fels Planetarium of Franklin Institute, and author of four books, in addition to a Sunday newspaper column. He received the U.S.N. Ordnance Development Award in 1945, and is a member of the American Astronomical Society, Royal Astronomical Society, Rittenhouse Astronomical Society, American Association for the Advancement of Science, Aviation Writers Association, National Association of Science Writers, and the American Rocket Society.

Target for Tomorrow is a necessity for anyone interested in space travel.

Thurlow D. Ellis



bookshop

1. MARINE OFFICER'S GUIDE. Written jointly by Lt. Gen. G. C. Thomas, Rear Adm. A. A. Ageton and Col. R. D. Heinel, Jr., this first work of its kind provides a mine of useful information for all officers and officer candidates. For junior and senior alike, it is fully as much a book for Reserve officers as for Regulars.

Discount Price \$5.75

2. 1958 BOUND VOLUME. All twelve issues of Leatherneck for 1958 handsomely bound for permanent retention. A book that will enhance your library shelf. Each volume is \$10.00. Available with your name imprinted on the cover in gold letters. Name imprint \$1.50 extra (submit the name you wish stamped on the cover plainly printed.)

3. RECKLESS, PRIDE OF THE MARINES by Andrew Geer. The true story of the gallant horse who braved gunfire to bring ammunition to the Marines on the Korean front, written by the author of *The New Breed*.

Discount Price \$3.00

4. "—AND A FEW MARINES"—Written and illustrated by Col. John W. Thomason, Jr. Here are stories of Marines written by a man who was a Marine and knew what he was writing about.

Discount Price \$5.00

5. HEROES, U. S. MARINE CORPS. A comprehensive volume of 621 pages containing photographs of current and obsolete medals and decorations, and a complete list of all Marine Corps winners of the Medal of Honor, Navy Cross, and Silver Star, since the Civil War.

Price \$10.00

6. BAND OF BROTHERS by Ernest Frankel. Acclaimed by reviewers as one of the best books about Marine action in Korea.

Discount Price \$4.00

7. THIS IS WAR! A photo-narrative of the Marines in Korea, authored by *Life* photographer David Douglas Duncan. The majority of these action photos are published for the first time in this book.

Special Price—\$2.00

8. MARINE CORPS WIFE by Sally Jerome and Nancy Brinton Shea. This comprehensive handbook tells all the Marine Corps wife needs to know about the customs of the Service and the management of a Marine Corps household.

Discount Price \$3.00

9. BAA BAA BLACK SHEEP. By Col. Gregory "Pappy" Boyington. Marine flyer and one of the most controversial personalities of World War II. "Pappy"

tells his own story in this tale of an unpredictable Marine flyer.

Discount Price \$4.00

10. LAUGHTER IN HELL by Stephen Marek. How American Marines, soldiers and sailors survived the rigors and privations of Japanese prison camps is told with grim humor and startling truth.

Discount Price \$4.25

11. GUIDEBOOK FOR MARINES. The sixth edition of the popular Marine reference manual is now available.

Price \$1.50

12. 8-MAN DRILL. Twenty-three pages of illustrated instruction for recently adopted drill at squad and platoon level. Included free with each Guidebook purchased in the future. Price if ordered separately—

Hard Paper Cover \$.50

Without Cover \$.40

13. THE MAGNIFICENT BASTARDS by Lucy H. Crockett. A rugged novel of Marine Raiders caught in the intrigues and devastation of war in the South Pacific.

Discount Price \$3.00

14. ONE WAS A MARINE. By Major Doyle A. New. Written as the author moved about the Corps' various stations during the years from 1930 until World War II.

Discount Price \$3.00

15. MOTOR MANUAL. The 36th edition including the new '59 cars. Complete with specifications, statistics and repair procedures.

Discount price \$7.00

16. THE CHOSIN RESERVOIR CAMPAIGN. The official report of a grim campaign compiled by the Historical Branch, HQMC. Discount Price \$2.50

MARINE CORPS MONOGRAPHS

These 7 illustrated monographs cover various Marine Corps amphibious operations during WWII. They have been prepared by the Historical Branch, HQMC.

Discount Price

- | | |
|--|--------|
| 17. Central Solomons | \$2.95 |
| 18. Guadalcanal | \$4.30 |
| 19. Guam | \$3.85 |
| 20. Marshalls | \$2.95 |
| 21. New Britain | \$3.85 |
| 22. Okinawa | \$4.95 |
| 23. Marine Aviation in the Philippines | \$2.50 |

MODERN JUDO

A professional course in the art of jujitsu, written by the vice-chairman of the National AAU Judo committee, in three volumes and fully illustrated.

24. Volume 1: Basic Fundamental Techniques.

Discount Price \$4.25

25. Volume 2: Advanced Technique for the Judo Expert.

Discount Price \$4.25

26. Volume 3: The Complete 40 Gokyo Techniques.

Discount Price \$4.25

27. Complete Three Volume Set.

Discount Price \$12.00

The LEATHERNECK Bookshop can obtain any book in print for you. If your favorite book is not listed on this page, write for service offering discount prices.

LEATHERNECK BOOKSHOP

P.O. Box 1918, Washington 13, D. C.

☐ Check ☐ Money Order
(Please do not send cash)

Circle the number(s) of book(s) desired. AMOUNT ENCLOSED \$.....

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27					

Send the book(s) immediately to:

NAME (please print)

ADDRESS (please print)

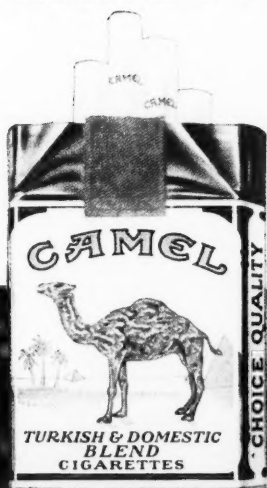
CITY ZONE STATE

LEATHERNECK will pay the postage on all orders.

1059

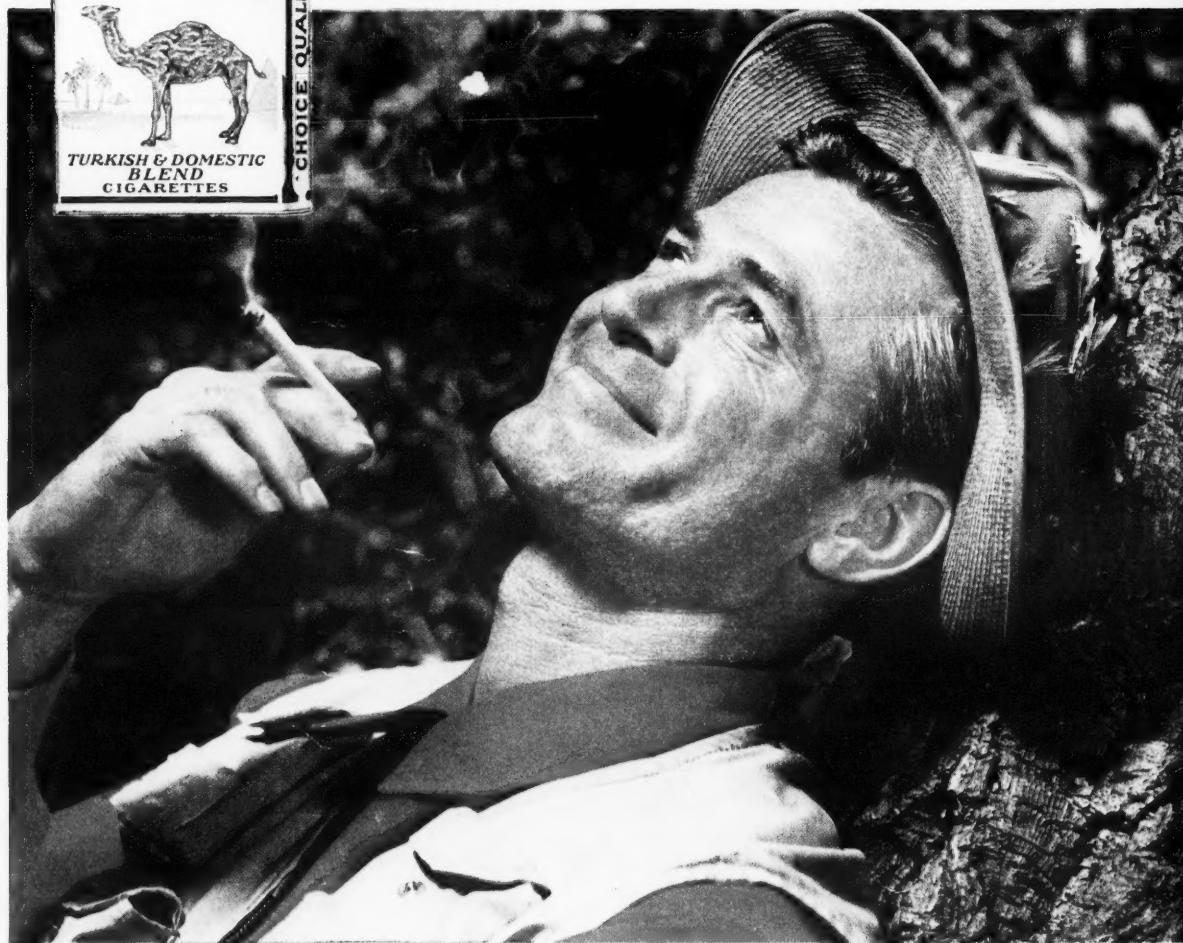
If you're smoking more now
but enjoying it less...

CHANGE TO CAMELS—A REAL CIGARETTE



**The
best tobacco
makes the
best smoke**

One puff and you know — here's smoking as smoking should be. Rich, satisfying, clean and fresh...with mildness that's so easy to get along with. No other cigarette gives you this *complete smoking satisfaction*. Why don't you change to Camels—and really *enjoy* smoking?



R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

Have a real cigarette —
have a **CAMEL**

Y
4
2
1
0
0
1
0
5
X